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HONGKONG, THURSDAY, OCTOBER 246H, 1901

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Hongkong, 12th February, 1901. [2-a1642

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Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899.

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Excellent Cusine. Every Convenience for Tourists. T. F. DA CRUZ, Manager.

PISTOLS.

Canton, 1st October, 1901.

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LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

MARRIAGE.

On the 16th October, at the Preshyterian Church, Singapore, by the Rev. W. Murray, DAVID WOOD, Hongkong Civil Service, to SOPHIA MILNE, daughter of WILLIAM BOULTON, C.E., Burgh Surveyor (Retired), Aberdeen.

DEATH. On the 20th October, at Hankow, George EDWARD JAMES GARDINER, aged 40 years, eldest son of Col. T. G. GARDINER, late of 3rd Buffs. Regiment.

> MRS. AITKEN and Family desire to thank all friends for their sympathy and their tributes in their recent

HONGKONG OFFICE: 14, DES VŒUX ROAD Cl.

LONDON OFFICE: 131, FLEET STREET, E. Hongkong, 24th October, 1901.

YET another story of what Russia intends to do in North China has reached us, in the the space to reproduce some of Mr. Dr. Morrison of the Times, who has always been to the fore with reliable news from the North. It would clearly be unwise to speculate on the probable authentiimproved and that Russia intended restore the Newchwang-Shanhaikwan railway and the port of Newchwang to China. In the other telegram, which emanated from Tokyo, the return of Newchwang to China was taken for granted, and a concession to Russia at Shanghai was mentioned as the quid pro quo. The Standard's telegram, summarising the terms of the new convention, says that Russia is virtually restoring divisions of Manchuria now occupied by within two years' time. Russin is to continue to guard the Manchurian railway and is to drill the Manchu troops. These terms, the alleged secret agreement, are, it is needless to point out, very different from the

provisions of the much discussed "Manchurian Convention," the first news of which was made public by Dr. Morrison at the beginning of the year, and an amended version of which was published in all the Anglo-Chinese papers last March. According to these provisions, the Russian occupation was to continue until such time as Russia should be satisfied that peace and good order had been restored in the province, while the organisation of Chinese troops was at first forbidden altogether and then placed under such restrictions as to make the idea of restoration of order by any but they would be practically powerless against armed brigands. Now apparently Russia will guard the railway, while the Manchu troops are to be drilled by her for the rest of the province, and instead of the vague time-limit, depending on Russia's satisfaction about the restoration of order, a two

ther, the numerous clauses as to railway-

construction, mining, etc., are apparently

absent in the newly reported convention.

and the Press have found it an entertaining task to guess at the conditions on which Russian is likely to restore Manchuria to, China, if indeed she has the intention of keeping her promise. Hence we have been FROM THE SIMPLEST QUALITY TO inundated with rumours of all kinds, some plausible, others the reverse. From English. Russian, and Japanese sources chiefly these reports have come. There is a certain resemblance about some of the later stories which may be taken to argue that there is a substratum of truth in them, unless they all can be proved to have a common origin. As we have said, there is nothing intrin- for the Challenge Shield next year. They have sically improbable in the Standard corres- also a cricket club, and played the Band of the pondent's story; at the worst, it is an Royal Welsh Fusiliers last Saturday. The intelligent conjecture at the probable course | Fusiliers won by 14 runs. On Saturday first, of events. Should it prove to be true, the [at 2 p.m., the Police play "C" Company of the question of the provisions of the supposed secret convention behind the other becomes of paramount importance. The celebrated "Cassini Convention" is not yet forgotten. Ils existence seems still to be a matter admitting of argument. There is no doubt, however, that secret treaties, especially when the peace of the world. The contention ready to play. that China as a Sovereiga State has a right to conclude what treaties she likes with another state will not hold good, for China under a corrupt and entirely unrepresentative government cannot be suffered to sell her rights, involving other nations' interests, under intimidation or at the instigation of bribes. It is the dying government which, it would appear, is attempting to sell the country's inheritance in return for a prolongation of its term of life-a life which only injures China and is detrimental to her relations with most of the rest of the world.

THE issue of the Courrier Saigonnais for the

16th October contains a report of a speech

by Mr. PAUL BLANCHY, President of the Conseil Colonial and Mayor of Saigon, delivered on the occasion of his elevation once more to the presidency of the Conseil. The speech is interesting as containing a very-vigorous denunciation of the Yunnan railway scheme, so dear to the heart of the Governor-General of Indo-China and other French colonial expansionists, but so distasteful to the mass of French residents in Indo-China. We regret that we have not telegram from London which we publish | Blanchy's remarks, for they are marked | in this morning's issue. It comes by way by evident sincerity, and fairly represent of Shanghai—a fact which does not tend to the case of the opposition to M. Doumer's make it convincing—and it may be remark. Policy. The main point lies in the fact ed that it is curious that no one but the that M. Doumen has pledged 356,000,000 Standard's correspondent has got hold of france, that is to say seven times the budget the terms of the new convention, not even of the whole of Indo-China, to the furtherance of his scheme, and we need hardly wonder therefore that the outcry in the French colony has been so great. M. Doumen on his recent visit to France swept city of the story. At the same time, there his hearers away with him, and the carrying is nothing intrinsically improbable about out of his ideas seemed certain. It appears the reported terms of the convention. On now, however, that the matter is not settled the contrary, taken in conjunction with the | yet. The latest news is that a Commission alleged existence of a secret agreement in of Enquiry is leaving France for Indo-China addition, they are much what might be to examine more fully into the railway We quoted vesterday two question. This was rumoured unofficially Japaness telegrams, one of which stated some weeks ago, but the official conthat the London Times had expressed its firmation of the report is only anbelief that the situation in Manchuria had nounced in our Saigon contemporary of way to prevent its inauguration. the 16th instant, which observes: " news, more than any other measure, will " bring (and it was high time) a little relief "to the minds of Frenchmen in the Colony and encouragement to those whose spirits were troubled by the license allowed to such arbitrary conduct, exaction, and " folly." Of course, M. Doumer is a very unpopular man with the French residents of Indo-China, so that it will not do hastily all the Northern provinces, that is the to conclude that whatever is said by them about and against him is true. We may her, the first instalment now and the whole nevertheless be sure that genuine satisfaction is felt at the latest announcement. which shows that this " mad scheme," as its opponents call it, is not such a matter of apart from whatever may be stipulated in | course as it appeared to be. The report the Commission of Enquiry will be awaited with much interest.

Yesterday the German gunboat Ilite arrived from Canton, and the British transport Umta from Calcutts.

An old Chinaman had his ankle fractured on Tuesday by the fall of a stone while working at Taikoktsui. He was taken to the hospital.

Mr. Alec Marsh was amongst those who left by the Empress of China yesterday. He has gone to Shanghai and expects to be back in Hongkong in about two months' time.

We are reminded that the festive season; is approaching, for Mr. H. Ruttonjee has sent ins two of the excellent Bhagat cakes he is adver-Russian arms a farce; moreover these troops | tising, and Messrs Ah Chee & Co. forward us. were not to be armed with guns, so that half-a-dozen very attractive Christmas cards, consisting of photographic views of the Colony mounted on cards.

While the ferry-launch Chung Ching was crossing the harbour on Tuesday from Yaumati to Hongkong she collided with another launch, Sin Taikoo, belonging to the Taikoo Sugar Refinery. The damage done was trifling, years' period is assigned for the handing and fortunately no one was injured.

over of the whole province to China. Fur-We received yesterday a message from the Joint Telegraph Co. to the effect that the laying of the new cable from Durban to Perth, via Mauritius, Rodriguez, and the Cocos Islands, The irresponsible portions of the public has been completed, and that the line will probably be opened for traffic on the 1st prox.

> In another column will be found the annonncement of the marriage of Mr. David Wood, of the Public Works Department, the popular secretary of the St. Andrew's Society here. Mr. Wood was married at the Presbyterian Church, Singapore, on the 16th inst. His friends look forward to the speedy return of Mr. Wood with his wife to the

season. There is a probability of their entering

The number of sports indulgedinin the Colony is getting less limited than in the past. A baseball club has been formed, we hear, and has commenced practising. The game is not of course quite new to Hongkong, but it has not been seen here for some years now. The main one of the parties is China, a country of difficulty in starting has been the lack of vital international stakes, are a menace to appliances, for there are a number of residents-

> We received yesterday morning from the U.S. Consulate General the following typhoon warning issued from Manila Observatory at 4.5 p.m. on Tuesday:-" At 3.45 p.m. depression E. of Luzon, appproaching the Archipelago at present." Later we received the following warning, duted Manila Observatory, 9 a.m., 23rd :-"The typhoon crossed Luzon through parallel 16, moving westwards."

According to a Laffan's Agency telegram, Major Manifold and Captain Hunter, of the 6th Gurkha Regiment, who left Peking on the 20th ult, with a surveying expedition in connection with the Peking-Hankow railway, will make, an accurate record of distances and of the character of the country southwards to the Yangtsze, which is now little known. From there the expedition will proceed eastwards to the sea. Other reports say that the expedition will work via Szechuan. Yunnan, and Tibet, to

appears to require an amount of coddling to ment in supplying a free breakfast of coffee and biscuits to coolies, but that has not been The next "item" to adorn his free breakfast table will probably be a Pommery-Greno, which is said to have great virtue in cases of cholera!

It has been suggested, says a Peking correspondent of the Tung Wen Hu Pac, to abolish the present system of the Salt Gabelle in favour of a new one, by which the salt fax is to be levied according to measurement of the land along the coast where salt is produced, and the decision is to be arrived at as soon as final reports regarding the new plan have been received from the concerned provinces. Great consternstion is said to be felt among the salt-mer chants, who well know that the innovation means the deprivation of all the monopoly privilege they have hitherto enjoyed, and they are trying hard to put overy obstacle in the

here can hardly help comparing the energy with which Russia, whose commercial interests at Newchwang are practically nil, consolidates her position in that treaty port with the indifference which the British Government shows with regard to the situation in the treaty port of Shanghai, where the commercial interests of Great Britain throughout the Far East have reduction of the British garrison here to below. German friends insist on calling the Anglo-German Agreement. From the way in which the Germans go on acquiring land and building what seem to be permanent barracks, the outward evidence is that they, at any rate, have come to stay.

The warships at Amoy on the 19th inst. were H.M.S. Albion, the U.S. monitor Monterey (on her way to Shanghai), and the Japanese cruisers | 16th inst. Suma and Tateuta.

So unsatisfactory is the state of Mr. Hugh Clifford's health that he will be compelled to return to Europe. Mr. Clifford had siready made a very favourable impression in Selangor, and his relinquishment of the office of Resident is universally regretted. It is said that the Hon. E. M. Merewether will succeed him.

Sis Alexander Swettenham, who has been staying at Government House, Singapore, a week or so, left by the M.M. Natal for Europe the 14th inst. After a short stay in England, he will proceed to take over his new appointment of Governor of British Guiana.

The United States Minister in Siam has been informed through Prince Devawongse, Minister for Foreign Affairs, that King Chulalongkorn of Siam would like to pay a visit to America in the near future. His Majesty has it in mind to visit Japan next year, and would be pleased to avail himself of the same oppor tunity to visit the United States also.

The following are the dates for matches with February 15th, England v. Australia (fourth to take an ironclad of 14,000 tons. test match).

A short time ago, it will be remembered, report arrived from America that the once famous jockey "Tod" Sloan had been shot in the States. Now there comes, through the correspondent of the World, a circumstantial story of Sloan's presencent the recent Deauville The Police Force have formed a football club, race, meeting. According to this correspondent, and are getting into training for the coming | the ex-jockey has his motor-car, his bull dog, and (of course) his entourage, but he is always very quite and well behaved when he is to be seen along the "planches," and he displayed great tact the other day at the Deauville pigeonshooting ground. He came to take part in the competition and his name having been duly put down, he shot in his turn not one round only, but two. In the meanwhile M. Gaston Dreyfus, for whom Sloan has occasionally ridden, arrived on the ground, declared that he would not shoot if a mere jockey were allowed to do so, and induced the Committee to recall the permission given Sloan who, instead of blustering, quietly withdrew. The Committee which allowed him to join in the shooting knew perfectly well who he was, and as he had not in any way infringed the rules since the competition began, there was no sort of reason for stopping him to meet the good pleasure of M.

The Siam Free Press says :- Our Straits contemporaries are commencing of late to take a keen interest in the coming fate of the Siamese Malay Provinces, and not without reason, as their destiny would appear to seriously affect the ports of Singapore and Penang. It has been said ere now, that these provinces will ultimately fall to the Power that now "overshadows" them with its political influence, and it is a frankly admitted fact on all hands. Wherefore, we shall be broaching kong next month:no new subject nor be laying ourselves open to any charge of being Anglophile by drawing an analogy between the position of France Carter, H. W. Sharp, A. G. Wright, C. W. on the East and of England on West of Siam. It is gradually becoming clear as the M. H. Whitley and A. B. Voules, and Capt. mists of prejudice are dissolving that the Ainslie (Selangor); and Mr. P. Mackenzie interests of France in Siam are to a large (Perak). extent those of England also. And the interests of both countries appear to be, for leaving by the mail of the 8th November, the the moment, the preservation of the autonomy Indian Engineering says:-The Indian coolie and integrity of the small Kingdom which Straits Times says they leave by the Ballacrail, who emigrates to foreign centres of labour lies so helplessly between two great European Powers. But this preservation of the keep him alive which would drive the Indian independence of Siam must depend altogether tea-planter or any other home employer mad. upon how far the Government of this country We refer to the solicitude of the Perak Govern- is willing and able to institute certain urgent reforms within the realm, how far the country is really bent on instituting thorough reform found sufficient to keep the Indian in a state of of her judiciary, and of extending ungrudgphysical grace. It has since been found that a ingly to Europeans those rights and privileges free supply of green stuff is also necessary. Which have been secured to them by various Treaties entered into with foreign Powers.

President Roosevelt, as his name suggests, comes of Dutch stock, though it has been incorrectly stated that he boasts of being pure Batavian, without intermixture. Far from such being the case, "he is almost in equal parts Dutch, French, Irish, and Scots"; and one of his biographers — from Chicago — adds somewhat grandiloquently that "these commingling streams of blood show in his character, for, as occasion calls for it, he manifests the Dutch phlegm, the Scottish pertinacity, the French chivalry, and the true Irish wit." But another admirer-likewise from Chicago-prefers to think of him as "from head to foot, in heart and brain and hand, in thought and purpose, in hope and impulse and emotion, over all and store all, a thorough American." The Pre-The Times Shanghai correspondent writes on | sident, all the same, is proud to be a represent the 16th August:-The British community tire of one of those "Knickerbocker" families whose pride certainly equals that of the old "Mayflower" families and who settled in New York before it had lost its name of New Amsterdam. Besides being a"Knickerbocker." the President is a Harvard man, he followed study at Dresden and travelled in Europe and the East. His ranching experiences in North-West Dakota were the result of a breakdown in his health, just as Mr. Cecil Rhodes's original connection with South Africa was "the accident Friday evening. On that evening the steam of an accident" due to similar causes. In all launch Miner will leave Blake Pier with visitors part of the "Yangtsze Agreement," as our probability those experiences have served him at 7.15 p.m., and a pleasant time in camp is in good stead in later life, not only by supply- promised for those who visit it. ing him with material for his numerous works of sport and travel, but by widening his im- lighter than that on Monday, although equally pressions of the men of the Far West useful in the training of the men. The Previously his knowledge of his fellow citizens | weather continues perfect, and the conditions was limited to the East.

Harmston's Circus opened on the Beach Road ground, Singapore, on the night of the

To-morrow Mr. Geo, P. Lammert will sell by auction a fine collection of Philippine and Australian stamps, which are now on view.

A London telegram received in Singapore last week gives the following as the result of the Prince Edward Handicap at Manchester on Saturday, 28th ult:-Fancy Man (9 yrs.) 1 Royal George 2, Kilmarnock II (4 yrs.) 3.

A New York organ of the Amalgamated Association says that the causes of the failure of the recent steel strike in the United States were "the daily Press, public opinion, the advice of prominent labour-leaders, and the withdrawal of credit by the merchants."

The local agent of the Messageries Maritimes company informs us that he is advised by wire that the s.s. Ernest Simons will probably leave Colombo on or about the 25th inst. instead of on the 21st inst. as per schedule time. He understands that the delay is on account of the steamer to Australia connecting with her in Colombo having left Marsoilles late.

The large floating-dock ordered by the Mr. MacLaren's team of English cricketers | Spanish Government to be built in England this season, already fixed by the New South before the outbreak of war with the United Wales Cricket Association:-November 23rd, States, and intended for the arsenal at Subig, England v. New South Wales; December Tuzon, is now to be stationed at Mahon, 14th, England v. Australia (first test match); Minorca, where it is expected to arrive by February 1st, England v. New South Wales; the end of this month. It is large enough

> A new Residency is provided for in Malacca; but it is not definitely decided whether it is to be on the site of the present one, or on the site purchased for one eighteen years ago, when the vote was cut out of the estimates. The present Residency is quite unsuitable to the needs of a Resident Councillor, having been built up at various times, and it lacks proper accommodation for anyone other than a bachelor.

On the 16th inst. in the Court of Requests at Singapore a private of the Singapore Volunteer Corps was sued by Colour-Sergeant Sharp, on behalf of Major the Hon. A. Murray. Officer | pro tem. Commanding the S.V.C., for the recovery of the sum of \$25, the amount of capitation grant, due under the rules of the Singapore Volunteer Rifle Corps, for failing to comply with the requirements for efficiency. There was no defonce and judgment was entered for the plaintiff accordingly, with costs.

The news leaked out last month of a serious case of mutiny abourd the Kaiser Wilhelm der Grosse, the flagship of Prince Henry of Prussia. which was suppressed by the arrest of a subsitern officer. This officer, it is said, protested against the alleged ill-treatment of certain stokers and engineers by the first officer, and had thrown overboard certain parts of the engines. When the ironelad Brandenburg left Kiel for Dantzig to participate in the German naval manœuvres some breech-pieces were thrown overboard, rendering several guns

CRICKET.

THE STRAITS TEAM FOR HONGKONG. The following is the cricket team chosen represent the Straits Settlements at Hong-

Captain Dewing, Mesars, J. G. Mactaggart C. F. Green, G. M. Billings, W. Langham Darbishire, and D. Kerr (Singapore); Messre.

As some of the Straits team will probably be Hon, Sec. of the H.K.C.C. informs us (the the following are the dates of the Interport Cricket Matches; but there may be some

11th and 12th Nov. Hongkong v. Straits, Shanghai v. Straits, 13th and 14th Nov. Hongkong v. Shanghai, 15th and 16th Nov. The dates for the tennis matches will be fixed later on: According to the Straits Times, Messrs. Green and Dewing and Capt. Ainslie

will represent the Straits at tennis. It may be noted that, owing to the great difficulties in the way of Native States men getting leave, the bulk of the Straits team for Hongkong, quite contrary to all precedent, will have to be supplied from Singapore this year.

With regard to the projected visit of Hougkong and Ceylon teams to Singapore at the Chinese New Year, according to the Straits papers, neither of the Clubs mentioned expect to be able to give a definite reply to the Singapore invitation before the end of the year.

VOLUNTEER CAMP AT STONE-CUTTERS'.

There were comparatively few Volunteers in camp on Tuesday might some having completed the stipulated three days' training and others having gone over to Hongkong to recuperate for yesterday evening, which was visitor a for the defendants, with costs. Subsequent to night and which generally means a late turning-in, for, although "lights out" is sounded at the usual time, the merriment of the evening is usually carried well on into the night, long after the visitors have departed.

H. E. the Governor was to have visited the camp yesterday evening, but on Tuesday a telephonic message was received at Stonecutters to the effect that His Excellency could not be present, and stating that he would make the call on

The work on Tuesday morning generally was of living in the camp are very enjoyable,

### TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

FROM OUR CORRESPONDENTS.

London, 22nd October, 7.35 p.m.

RUSSIA AND CHINA-ANOTHER RENUNCIATION STORY.

The Standard's Shanghai correspondent sends a summary of the new Russo Chillese convention, which virtually restores to China all the northern provinces, an instalment now, and the whole within two years time. Russia is to protect the Manchurian railway and drill the Manchu troops.

WHAT IS THE QUID PRO QUOP The correspondent states that there is probably another agreement as well, which is kept secret.

GENERAL NEWS.

London, 22nd October, 7.35 p.m.

THE COTTON MARKET. Cotton is dull. Future sales are lower

London, 28rd October, 9.10 a.m.

GENERAL BULLER IN DISGRACE. It is officially stated that in consequence of the speech which he made on the 10th inst. General Sir Redvers Buller has been relieved of his command of the First Army Corps. General French will succeed to the command, while General Hildyard will act

REUTER'S SERVICE.

LONDON, 21st October

SOUTH AFRICA-THE RECENT CAPTURES.

The Boer Commandant Marsis is among the prisoners recently taken by the British troops. THE AMERICANS AT TIENTSIN.

The Government of the United States has seked Chins to recognise the rights of the American municipal concession at Tientsin. THE FRANCO TURKISH DIFFICULTY.

France is becoming impatient at the delay in the settlement of her claims against Turkey and is determined not to wait much longer, but will resort to coercion warranted by eironmetances.

LONDON, 21st October.

TURKEY'S RELATIONS WITH MACEDONIA AND ARMENIA.

France, Russin, and the Powers are discussing the question of making joint representations. and taking eventual action, for the purpose of compelling the Sultan to execute the provisions of the Treaty of Berlin in regard to Macedonia and Armenia, and possibly insisting upon guarantees being given for the execution of reforms. At the same time it is proposed to raise the question of a fresh settlement in regard to Crete.

> SOUTH AFRICA-SCHEEPERS BANISHED.

Commandant Scheepers has been banished from South Africa along with eleven others.

SUPREME COURT.

Wednesday, 23rd October,

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUS A. C. WISE. (ACTING CHIEF JUSTICE):

STANDARD OIL COMPANY OF REW YORK O EALLING ENLY " HELEN A. WYMAN, In this case the plaintiffs ened the defendant. Mr. D. A. Vanhorn, master of the sailing vessel Helen A. Wyman, for and on behalf of the owner of the reseal, as being liable for damage done to a cargo of kerosene oil, of which cargo the plaintiffs were the owners and consignees, during a voyage from New York to A Chefoo. The damage to the cargo was slieged to be due to the action of the master of the sailing wessel in boring holes to permit of the escape of water which had been shipped during a storm, the boring of the said holes causing water to mix with the oil. The plaintiffs first brought an action for damages against the defendants before the American Consul and two sessents as Chiefoo, and claimed 8,000 tools: op the whole cargo. The hearing occupied

average bond, and it was upon his refusal to do so that the present action was taken Mr. Pollock moved for the discharge of the writton the ground that the Court have had nojurisdiction. He spoke at sureth in support of his argument, quoting from several muthorities. Mr. Sharp contended that the Court had jurisdiction in the matter, intermuch as the dry in the denial of the captain tage bond, occurred within this

eight days, and judgment was latterly entered

the again at Chefor, the plaintiffs endeavoured

to get the master of the ressel to sign a general

On the plication of the Sharp, who wished for time to enable him to reply fully to the arguments raised by Mr. Pollock, his Lordship. adjourned the hearing until feducatow morning at ten o'clock

BEFORE MR. F. A. HAZELAND, POLICE

POLICE COURT.

Wednesday, 23rd October.

MAGISTRATE.

instituting a false charge—interesting

Two well-to-do Chinamon named Li We Chin and Ho Chap Man, describing themselves as brokers, were charged on remand with conspiring to bring a false charge against Tam Hok Po, a banker, residing at 11 Winglok Street. The defoudants pleaded not

Mr. E. H. Sharp, barrister at law, appeared | mandant Grobler continues:-on behalf of the complainant, and the defen-

complainant first saw the defendants on 18th regulations:-September, when they called upon him at his house in Canton and offered to sell him two extending over the country at present occupied essays for an impending Chinese examination. by the officers, burghers, and troops of the Negotiations were entered into and continued | Orange Free State or which may hereafter be for a few days for the purchase by the complain- occupied by them, the martial law of the Free ant of these two essays. The price asked for State, as embodied in Law No. 10 of 1899, is by the defendants for each essay was \$15,000, but hereby declared to be applicable to every deed the money was not to be paid till after the which may tend to endanger the safety of the examination. This offer virtually was accepted burghers and men, injure them, or assist the by the complainant, who came down to Hong- enemy kong on 21st September with the defendants | "2. The martial law before mentioned is reon account of their demanding payment in been made known by placarding or by announce advance, which did not seem to be the usual way | ment in one of the communities thereof. in such cases. The complainant returned to 3. All persons who do not constitute a portion Canton on the same day, the 24th, and a few of the British Army and who (a) serve the days later, on 28th September, the defendants enemy as spies; (b) cause the burghers and men went up to the Contral Police Station and of the South African Republic and Orange charged the complainant with stealing three Free State to lose their way when acting as boxes containing 45 pearls valued at \$30,500. | their guides; (c) kill, murder, or ; " persons The defendants gave a written description of | belonging to the men of the two Republics, or the pearls to the police, who proceeded to make | form a part of their following and crain; (d) investigations. The complainant's accountant | destroy bridges or damage telegraph lines, was communicated with, and he telegraphed heliographic apparatus, or railways, or in any to his master in Canton. The latter came way cause damage to parts or portions of the down from Canton immediately on receipt of same whereby the Republics may be hindered the telegram, with the ultimate result that he | or her (sic) people or property damaged, or even instituted the present proceedings against the they who in any way endeavour to repair or defendants. The defendants themselves there- improve the damage done to property upon made statements to the police. The apparatus or who set fire to the ammunition, first reiterated the charge sgainst the complain- | war supplies, quarters, or camps of ant that he had stolen the pearls, but the second | Republican forces, or in any way damage them; said the business between himself and the (e) take up arms against the forces of the said against the complainant of stealing the pearls

The complainant gave evidence, and the hearing was adjourned till Wednesday, 30th inst., when the defendants will be further

was false.

BEFORE MR. E. B. HALLIFAX, ACTING POLICE MAGISTRATE.

ONE WAY OUT OF A DIFFICUTY. A novel reason for pleading guilty to a charge of being in unlawful possession of a blanket was given by a native of unprepossessing appearance. He said that in reality he had

bought the blanket, but could hardly explain how he got the money to make the purchase. Under the circumstances, therefore, he would admit the charge. He got 14 days. A DRUNKEN SOLDIER. A private in the Royal Welsh Fusiliers took more liquor than was good for him on Tuesday

night, and grew noisy. A constable told him to be quiet, but the soldier would not, and aggravated matters by assaulting the representative of the law. The fine was \$10; with the alternative of three weeks' hard labour. The fine was paid.

A DESERTER. Albert Hind, aged 30, who was charged on the 25th of last month with being a vagrant and who subsequently conferred that he had deserted from His Majesty's West Riding Regiment at Rangoon in October, 1900, was again brought up and further remanded till the "在海通是不是的

#### CURIOUS BURIAL FASHIONS.

On the Ivory Coast in West Africa, between the rivers Bandama and Wai, there lives a curious negro tribe, known as the Baule, and which is a mixture of several races. A writer in Science Siftings points out that the coffins used by these negroes are rectangular, and each is fashioned carefully out of a large block of mahogany. The sides, moreover, are ornament. ed with colour bas-reliefs, and the cover is usually wrought in most artistic style. On one, which was made in 1895 for the mummy of a chieftain, the said chieftain is represented lying on a leopard skin, which has been artistically engraved, the spots therein being shown by squares out out of the wood. Above the dead man is an engraving of an umbrel'a, the symbol of his high position on earth, and beneath it a box of cartridges has been drawn. On the left is represented the gold-hitted sabre which he were on parade or on the war path, and above it is an engraving of his favourite drinking cup. On the right in like manner may be seen drawings of his dagger and of his gun. Below the corpse is a death's head and the figure of a woman, who is holding in her hand a saucer, filled with bread.

the dead man's slaves who according to ancient custom, slighld have been sacrificed at the time of his death had his life spared at the intercession of the French residents. Ordinary Baule negroes are buried as soon as they die, but those of high rank are rarely buried for seven months, and some even tre not buried for seven years. In the latter cases the body and duly embalmed, and then remains in the which gold dust is sometimes mixed, serves to conceal the openings which the operator has made in the body. Frequently thin plates of gold are also placed as a shield over the countenance, and all the ornaments that were worn in life are spread over the body. Bo the dead men lies on the mat where he died and such is the influence of the dry air and the heat that within two months his body is transformed into a mummy. This was what happened to the body of the chief to whom we have referred, for it lay seven months in the death chamber before it was taken out to burial.

The death's head represents that one among

#### LATEST STEAMER MOVEMENTS

left again came was for Kobe. this port via Kobe and Moji.

#### THE FRENCH MILITARY THE BOERS AND MARTIAL LAW. MANŒUVRES. As the friends of the Boers at home have

questioned the validity of the orders issued by Lord Kitchener with a view to the prevention of train-wrecking in the Transvaal and Orange River colonies, it is appropriate to quote the proclamation issued by E. R. Grobler, "Head Commandant of the Southern Army Division of the Orange Free State Burgher Forces." at the instance and with the sanction of President Steyn and Executive of the Orange Free State. This proclamation concludes with the words, "Given and ordered by me at Colesberg, Cape Colony, this 14th day of November, It After the preamble, which asserts that "th success of the arms of the united Republics has led to the taking possession of a portion of the Colony of the Cape of Good Hope," Com-

"I have appointed and do hereby establish dants were represented by Mr. J. F. Reece, by virtue of the powers in me vested by the former detailed proclamation, and do hereby In opening the case, Mr. Sharp said the generally make known the following rules and

"1. In the territory with its inhabitant

to complete the negotiations. On the 24th garded as in force throughout the whole extent these negotiations were broken off because the of a ward, district, or other division or area of complainant lost confidence in the defendants | administration as soon as this proclamation has

complainant had reference only to the sale of Republic, shall, at the discretion of the Council the essays, and that in point of fact the charge of War, be punished with death or imprisonment not exceeding 15 years." Paragraphs 7 and 8 state:-

"And I hereby further officially notify that life and property will be secured to all who place themselves under the protection of the Government of the Orange Free State or of the South African Republic and their lawfully appointed officers and officials, whose laws and orders they will obey and carry out.

"8. No one who does not take up an inimical attitude towards the Governments of the Orange Free State or the South-African Republic or their officers, officials, laws, or orders, will experience any harm.

"9. Those who refuse to subject themselves are hereby granted permission to leave within the period of 14 days the territory conquered by the forces.

"10. All persons who have been driven from their farms or homes or have fled, and who are now willing to subject themselves to the conditions of this proclamation, may return to their homes.'

The italicised words "all persons who do not constitute a portion of the British Army" pressly exclude from the enjoyment of belligerent privileges all subjects of the Queen who were not members of the Regular Armythat is to say, all colonials who, in defence of the pas de charge, up sprang the storming the Colony, committed any of the acts specified in paragraph 3, which includes a reference to over again. A hundred little red-trousered destruction or damage done to railways. status of loyal colonials thus threatened was exactly the same as that of the burghers of the two Republics. The punishment for the commission of any of the specified acts was death or imprisonment not exceeding 15 years, and the justification for the proclamation was "the success of the arms of the united Republics, which had "led to the taking possession of portion of the Colony of the Cape of Good Hope.

#### THE DISGRACE OF LESTER

A late copy of the Daily Mail contains the following, which probably explains the recent disqualification of Lester Rieff, the successful American jookey :--

Impressions of the latest Doncaster meeting largely concern the jockeyship of Lester Reiff. The American, by histriding of Volodyovski at Hurst Park and again in the St. Leger, and of Merry Gal, has cast himself to the wolves of criticism, and they are busy picking his bones. They snapped and snarled round him twelve months ago, imputing to him all manner of malpractices, and the more splenetic and hungry among them were disappointed when the Jockey Club, by a complete exoneration, robbed them of their prey. But in these cases of Volodyovski and Merry Gal it is not malpractices but

maladroitness that they charge against him. When Reiff first came over to England to ride he illustrated the favourite American principle that it is best to win all the way. he is a confirmed "waiter," and not only that, but the reversal of his old forcing methods has been followed by the development of an apparently incurable habit of waiting for the rails position. These are tactics which invite embarrassment, and embarrassment all too often involves unmerited defeat. Why Reiff should so persistently and resolutely decline to come on the outside is best known to himself. It is

certainly has lost him races. coffin. Salt, alcohol, and pain wine are the main four runners, a jockey of the first cass—which only last week; and it often happens that forethought and expenditure in the way of Doncaster Cup, with two miles to go and only ingredients used in embeloining, and cotton, with at his best Reiff unquestionably is should the craise of the would be discovered fortification, provision for submarine mines, and manage to get shut in so as to jeopardise his of icebergs or destroyer of derelicts is in torpedo-defence. To this extent we have antichances of victory. Nevertheless the escape of vain. Strange to say, deselict vessels con- cipated one important recommendation in the Merry Gal from absolute defeat seemed wholly | gregate at certain points along the Atlantic | London Committee's report, though there still ascribable to the position which Reiff took up | coasts, and follow more or less definite | remain Australian ports and approaches inwith her behind Fleur d'Ete and Sidus after courses in their wanderings. When a ship is efficiently provided in these respects. Much rounding the bend. There was ample time for | wrecked in mid-Atlantic it somehow drifts to | pointed comment is sometimes passed when this him to go round Sidus, and every inducement | the American coast and finally comes to com- subject of naval defence comes under discussion for his doing so, as it would have secured him | parative rest off Sable Island, a point about | in imperial circles, on the inadequacy of the they had him for a time as in a cleft stick. This phenomenon is due, it is said, to ocean in this respect argues a lack of appreciation favourite from her difficulties, but in the more or less on the surface, and operate as motive knows public or official opinion in Australia remaining distance Sidus maintained his ad- forces to bring wrecks to the point mentioned. | would think for a moment of putting that vantage sufficiently to make a dead-heat, and According to hydrographic authorities, there construction on the matter. We who are on have absolutely won. Probably because Lord off Sable Island. Cape Cod is another enter into the settlement of such questions, and The T.K.K. steamer Nippon Maru, with Cadogan is out of England, and so could not favourite point for the assemblage of wrecks, how completely Australian appreciation of the mails, do, left Shanghai for this port yesterday, be consulted, the stakes were divided. The and derelict destroyers seldom fail to find imperial tie has been vindicated by volunteer destination of the cup is a metter for ar- material to operate upon in those waters. Off troops for South Africa and volunteers from The C.P.R. steamer Empress of India arrived suggement between his lordship and Mr. Reid Cape Hatteres, the shoal waters running far our Naval B. gades for service in China. Any at Yokohama on the 22nd inst., at 7.30 a.m., and Walker. It should be mentioned that every out to see make the waters very dangerous for theory on this subject, advanced in future by body laid the olds demanded on Merry Gal. coasting navigation, many a fire ship having experts at home, will have to take these facts The P. & A. steamer Knight Companion left and that after the race 6 to 1 was accepted become a derelict on the treacherous Diamond into consideration, whatever may be the argu-Yokohams on the 22nd inst. at 7.30 p.m., for labout Sides for the Cesarewitch, notwith- Shoals. It is singular that few derelicts are ments of special pleaders to the contrary. standing that it entailed a 5lb. penalty.

The Times special correspondent gives an in eresting description of the French manœuvre before the Isar at Reims. Writing on the 19th

Yesterday the four army corps and two div sions of cavalry which General Brugere to-day led to victory under the eyes of the Russian Emperor simply carried out various concentrations which were to place them in position for the battle to day. The idea under which the operations were conducted was as follows. A hostile army, an army forced from a position which it hold on the line of the river Suippe, had fallen back to the south-west of Reims, in the direction of Paris. In order to cover this retrograde movement he had left in Reins an army corps which to-day was re presented by the skeleton army holding the line of position north of Reims marked by the following fores:-De Briment, Fresnes, Vitry, Berru, and Nogent I'Abbosse. General Brugère's command consisted of the 1st, 2nd, 6th, and 29th army corps, and the 2nd, 4th, and 5th divisions of cavalry. Last night they were conveniently bivonecked and billeted so as to concentrate this morning by three main roads upon the little semi-circle of forts south of the Suipps named above. Desultory fighting began early in the morning, as the general officers commanding the army corps, dispensing as usual with a cavalry screen except on their flanks, left it to their infantry cclaireurs to roll up the outposts of the enemy. The first serious fighting took place at Pomacle, abou two miles northeast of Fresnes. This fact, and the stand and awning erected for the Imperia guests above the Fresnes glacis, were sufficient indication that this was the point selected by the general commanding to pierce and hur back his skeleton opponents.

The Tear and Tearitsa and the Presiden attended by the same suites as vesterday, except that general officers had taken the places of the admirals and French naval officers, arrived on the ground at a little past 10 o'clock. The Imperial party, having come from Compiègne by train, had alighted at Fresnois Station and thence driven on to the terrain. There is little more to be said, for the military part of the operations having ended with the concentration. the rest was simply a spectacular succession of brilliant military pictures. It was a beautiful day for the most part, with a brilliant sun. The theatre also was most attractive. Standing near the revetments of one of the forts, you saw the whole panorama of the Frenchman's conception of a battle unfold before you. First the little redflecked tirailleurs appeared among the scattered coppies, and firing burst out in fitful gusts. Behind you the guns mounted on the forts began to open upon the deep masses of infantry columns which could be seen following close upon the heels of the skirmishers. Splashes of grey with clouds of dust above them became detached from the infantry masses, the clouds of dust hung for a moment, and then faded away. Then the whole of the grey lines became fringed with constant jets of lurid yellow flame. The French quick-firing guns were in action against us. To right and left columns of dust were rising; these parted, and the sun gleamed upon the burnished accontrements of the cavalry. More infantry, more guns; masses of men and horses, and

dozens of batteries. It was a battle. Then the weak line of the defence gave way. just as it was intended that it should. Back came the little scintillating red and blue dots of infantry, up came more guns into the semi-circle which was converging its fire upon devoted Fresnes. A period of rapid firing followed-of such rapid fire as has never perhaps been delivered before by any batteries of field artilleryand then came the moment for which General Brugere had designed the whole. Out range parties; it was the capture of the Malakhoff legs ran twinkling beneath scaling-ladders and fascines. Then, fed from numberless massed supports-which, in reality, were no supportsthe great wave of infantry bayonets leaped on the artillery, stopped, and with loud hurrals Fresnes was captured. But another spectacle was to come. Two divisions of cavairy had been massed on the left at the moment that the defending line, according to General Brugère's idea, would have been swept back. This huge body of mounted men was let loose into the plain of Vitry de Reims. There was a wild burst of cheering, a faufare of trumpets, and the huge column, a mass of glittering horsemen-cuirassiers, dragoons, hussars, and chasseurs-deluged the plain, and the mock battle was over, the Emperor and the Empress bowing to the staff of the French army that rallied round the grassy approaches to the captured

#### OCEAN DERELICTS.

One of the most prelific sources of danger in ocean travel is derelicts-partly sunken wrecks | Majesty's navy. The report of the Colonial often of ships which have been abandoned. They | Defence Committee emphatically endorses that lie on ocean highways, and many a "missing" vessel has met its fate by runing into one of them. Some of these direlicts remain 4 or 5 ft. below the surface, and it is impossible to see them even when the sharpest lookout is main. tained. The Government uses every endeavour spatched by the enemy in time of war to operate to destroy these dangerous wrecks, and considerable expense is incurred every year in searching | cruisers, mentioned in the report, is quite for them. The masters of incoming and outgoing vessels are over ready to report a derelict. Immediately a ship is sent to destroy the wrack | to war, but the experience of the Philippines is and every effort is made to rid the sea of one the | an object lesson for every colonial dependency. greatest dangers which threaten human life.

ocean currents are constantly shifting its' ciently shows what that may mean. But the past the comprehension of others, and it icebergs, bringing them into the ocean road- British supremacy at sea in the abstract. We It sounds incredible that in a race like the | such distressing calamities as that which took | naval station and our anxiliary fleet; and we place off the north-west coast of America possess, besides, the results of a good deal of hung on behind the two leaders, and when it wanders about within a radius of about a of the ships of war in these waters. It seems ultimately he did endeavour to come through hundred miles, seldom leaving this district. to be thought that our alleged lukewarmness Fleur d'Ete by dropping away released the currents, which, in this part of the Atlantic, lie of the imperial tie. Of course no one who I think, but for pecking close home, he would are more than 100 derelicts floating about the spot, know how much local conditions reported south of the equator. This is said to be It will perhaps have been noticed from the

ward with such a powerful current—at the does apparently take notice of these facts, and deliberations, but they cannot be said to have average of four miles an hour—that it takes all | that the Committee draws from them an inter- advanced the question to any great extent. Is derelicis with it. A better reason may be esting deduction. It seems to acknowledge it too much to ask them to hold a meeting and that there is so much less traffic so far south | that military aid on foreign service in the | definitely take up one of two positions? Either that fewer derelicts are seen and reported. Empire's wars, such as we have been con- they must hold the opinion that the game as Dereligie are frequently met with in the tributing during the Boer campaign, may be played now is played as it should be played. Mediterranean Sea, but as these waters are under substituted for an increased contribution to and that no reform is necessary, or, if they close observation, damage is seldom done to ships | the maval expenditure. This, at any rate, do not hold this opinion—and it is scarcely through striking sunken wrecks in those waters. seems to be the inference from the statement conceivable that they can—they should come Owing to the great tyhoons which occur off in the report that co-operation or contribution forward with some definite proposals of reform China, the proportion of wrecks in the tion on these lines is a question which, in that, in their opinion, are necessary for the China seas each year is large compared to the opinion of the Committee, presses for improvement of the game. If the captains that in the rest of the world. There are solution in the early future. We have no came to some definite conclusion and brought many dereliets floating about in the western doubt that the question will be satisfactorily forward some proposals for alterations in the Pacific. As yet no systematised effort has answered at the proper time, though the rules and conditions that would check the runbeen made to destroy them. Abandoned evidences seem to point to a preponderance of getting, they would strengthen the hands of wrecks are not always inconspicuous. At opinion in favour of the military side just now | the M.C.C. and help greatly to solve this times ships are seen which, from outward ap- | On this subject the recommendations of the difficult question,-" An Old Cambridge Blue," pearances, are in perfect condition. It proves | Committee largely confirm our own local in the Times. on investigation, however, that these ships have | conclusions. A force equipped and trained been deserted for good cause. Sometimes a for something like guerilla warfare is sugvessel will be seen on a calm sea with all sails gested - " a well-organised military force set and apparently in the best of condition. intimately acquainted with the ground, and Only a practised eye could tell that the ship armed with long-ranged weapons using was abandoned by the manner in which she smokeless powder." The leason of the Boer steered. The British bark Cynthia was found | war and the American sharpshooters has not thus abandoned with all sails set in latitude 49 | been lost on the Committee, apparently, but the degrees, longitude 19 degrees W.C., in August | efficiency of our Mounted Infantry in South 1881. A passing ship noticed the strange way | Africa showed that we had already learnt all in which the Cynthia was "behaving," and | that. On the subject of arms it is mentioned some men boarded her. Her hold was nearly in passing that the stocks of ammunition are full of water and she was in danger of dangerously low, and complaint has been made sinking at any moment. A fire had sprung | regarding the short supply of magazine rifles. up in a cargo of cotton. The cotton get- A federal ammunition factory has been proposed ting wet had expanded and forced the as a means of partially remodying these wants, seams open. None of her crew was ever and it requires no expert knowledge to see that found. Shortly after the discoverers had left | our defences would be miserably crippled if amthe ship she sark. Her going down with all | munition and small arms supplies were found sails set is described as a mysterious, uncampy | insufficient in the hour of danger, whon it would The English bark Siddartha is a be impossible to replenish them from abroad. famous derelict. She sailed from Jacksonville, Among other points insisted on in the report is Fla., for Liverpool, January 26, 1899. On | the necessity for elaborating a complete, practi-February 22 her crew abandoned her. The cal, and regular defence scheme. With that OLD Siddartha was sighted not less than fifty times. | ready to hand, and our forces trained to cobeing last seen off the coast of Ireland, where operate under it, the risk of surprise would be she was towed into port by a cruiser. The considerably minimised. The men should be Taurus, a Norwegian bark, was sighted eight partially paid, since, as the report says, a high teen times before she was destroyed. For and uniform standard of efficiency cannot be many months the Taurus lay in the maintained under a purely volunteer system. path of transatiantic traffic, and two ships struck | It remains to be seen if the Commonwealth will her, but without suffering damage. She was finally destroyed. Often the burning of a at Kingston and West Point, but perhaps its derelict makes of her a greater menace than purpose can be served to some extent, both as she was at first. A vessel above the waterline | regards officers and men, by that interchange is seen readily by a lookout man. When the of military units with the mother country dereliet is burned she does not always sink to which the Committee so strongly approves. sufficient depth to be out of the way. Many The report is interesting and valuable, not ocean liners draw from 20 to 30ft. of water. | because it tells us much that is now, but because Unless a wreck is sunk to a depth of about it endorses and certifies our own ideas on the 40ft, she is still a danger to shipping. It is j

#### AUSTRALIAN DEFENCE.

more or less perfect state of preservation no

less than 300 derelicts. These wrecks are more

dreaded by mariners than icebergs, fogs, or

We federated for the purpose, among others, of providing more effectually for the defence of our Australian coasts, and to secure the more effective co-operation of the military forces of all the States. There are other matters of a more urgent and immediate character, but this is one of the federal objects to be kept steadily in view. Sir John Forrest, who is specially charged with its supervision in the Federal Executive, has not been idle since taking office. His Defence Bill has already been introduced and passed into committee, and the report of the committee on Commonwealth Defence Pay, which concluded its labours last week, is an important contribution to the material at the service of Parliament. But in a matter of this kind it is not advisable to depend-too implicitly on local knowledge. We wisely import our commandent, because we know that in military matters we have everything to learn from the country experts, although some kind thing's have been said about our troops' service in South Africa. We already owe much to the impetus given by Major General Hutton, and perhaps a good of the usefulness of our men on foreign service may be traceable to his initiative. we want system as well as leadership, and the report on Australian defence submitted to the Imperial Parliament by the Colonial Defence Committee sitting in London indicates the lines on which British experts suggest that system should be drawn. As might be expected from a body so constituted, its members consider the question from a British and Imperial standpoint as well as from our own. The report appears to divide the subject into two parts, one concerning co-operation of the self-governing States in Imperial military operations generally, while the other has regard to the question more particularly of Australian defence. Our voluntary participation on foreign service in the wars of the Empire naturally brings the former more, into the region of concrete fact than was the case in former years.

It has been often said that Australia's best defence is its distance and isolation, coupled with the protection afforded by the ships of His The first guarantee of security for Australian territory and trade, it says, is the maintenance of British supremacy at sea, and particularly in Eastern waters. It is not suggested that an organised naval expedition is likely to be deagainst our coasts; but the danger from raiding another matter. It is impossible to foresec who the enemy will be when Britain next goes No territory is so remote as to be secure from To discover a derelict, however, even after it | the visits of armed cruisers, and the history of has been reported, is not easy. Winds and naval operations from Drake to Dewey suffiposition, just as they move about great Commonwealth is not entirely dependent on ways affected by our shipping, and leading to have our British cruisers on the Australian a clear run all the way home. But instead he | ninety miles South-east of Nova Scotia. Here | Australian contribution towards the support

decide to establish a military college like those proper scope of our citizen army.-Sydney estimated there are now floating about in a Morning Herald.

#### CRICKET REFORM.

The subject of reform has been discussed to an almost wearisome extent; but cricket, with all its shortcomings, is such a grand game that no apology is needed for again going over some points that have been raised. A letter published in the Times of September 13, signed "R. V. T." calls attention to the number of catches that are dropped, and to the slackness and indifferent throwing and general shortcomings of the fielding. "R. V. T." thinks that fielding never was so slack as it has been in recent years, and that the number of dropped catches has increased alarmingly. Is this statement accurate or not? So far from its being true, it is probable that more catches were dropped 30 years ago than now; and this is owing to the superiority of the wicket-keeping. It is not necessary to argue the point as to whether Tom Lockyer and Box were as good as or better than Hunter or Lilley; but there is no doubt that there are far more good wicket-keepers now than in the sixties, and this is most true in the case of amateurs. Nobody who has watched the University cricket match for many years can doubt of the superiority of the present race of University wicket-keepers as compared with those of the sixties, and it is the fact that the amateurs are nearly as good as the professionals. Neither Lilley, Storer, nor Hunter can give away a point to Messrs. Newton, Mac-Gregor, or Martyn. It is also the custom in these days for the wicket-keeper to stand back to fast bowling, and the number of catches that are taken by men like Huish off Mr. Bradley, or Russell a few years ago off Mr. Kortright, is astonishing. No doubt the true and easy nature of the wicket makes it far less difficult work for wicket-keepers; but the fact remains that far more chances go to the wicket-keeper than to any other fieldsman. and as the keeping is better so many more catches are made now than formerly. Everybody wishes to see fewer catches dropped, and a closer attention and more systematic practice would work an improvement in this respect and

ought to be cheerfully given; but catches always have been missed, and it is to be feared they always will be. All our finest fields miss them sometimes, and it is a counsel of perfection to urge that no feasible catches ought to be dropped;

but no doubt far too many chances are missed. In the spring the M. C. C. were unable to alter the rate of leg-before-wicket, because the majority in favour of the change was not large enough. There are not wanting signs, however, machinery, photography, telegraphy, and in that the arguments of those in favour of reform that under the proposed new rule the legs. or to the leg-break bowler, which apparently is right foot firm (unless he jumps out to meet the ball) and swing his left leg straight out and not across. Cricketers, and especially batsmon, seem so very pervous about any change in the rules that it probably behaves reformers to move slowly; and it is perhaps wise to be content with changing the leg-before-wicket rule first. It is probable, however, that this alteration taken by itself will not be enough to check the inordinate run-getting. Some great authorities-M. R. A. H. Mitchell being one-want to see the hits run out. By all means let this be tried in the proper it seems doubtful whether the field will not tire of this difficult language absolutely requires exmore than the batsmen. The batsman can amples to display the various applications and always wait till he has recovered his breath; equivalents of different words which have one and, if he does this, great waste of time will be general meaning. Of these examples this work

The proposal, stongly advocated by "An other Dictionary hitherto published." Old Blue" in the Times a year ago, of narrowing the but has a great deal to recommend it, and by not balking the wicket-keeper would probably enables a person who understands English to be more efficacious than raising the wicket; communicate effectively with natives who underand a small extension may be made in the stand nothing but Chinese. In this respect the length of the bowling crease. The best of all work will be found indispensable to all Europeans. reforms, if it were practicable, which it is to residing in China, and to the natives themselves be feared it is not, would be to abolish the it explains subjects fully with which very few mowing machine and the top dressing of the indeed of them are perfectly acquainted. To wicket, and perhaps even the heavy roller, and parties resident in England and interested in make the wicket less easy, and leave the rules | China it cannot but be invaluable occasionally.

Whatever may be done, and that something quarto pages. must be done in the way of reform seems even more clear at the end of the season of 1901 than it did at the beginning, ought to be done before the opening of a new season. The public are dissatisfied, bowlers are worn out, andworst of all—the matches are unfinished. The

due to the fact that the Gulf Stream sets north- | abstract we have published that this report | county captains have taken several steps in their

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science generally, which the rapid advance of on this question are bearing fruit, and that foreign relations has imposed upon them, are before long the much-needed reform will be here given in extense. Each and every word is passed. It cannot be too clearly pointed out fully illustrated and explained, forming exercises for students of a most instructive nature. Both one of them, must be in what may be called the | the Court and Punti pronunciations are given. bowler's territory between wicket and wicket; the accents being carefully marked on the best and, assuming that the reform is passed, if the principle hitherto attained. The typography batsman does not want to be given out leg-before | displays the success of an attempt to make the Chinese and English type correspond in the size what he dreads, all he has to do is to keep his of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications. To illustrate the vast scope of the work the

following facts are submitted for consideration :-Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000, Chinese characters Again, despite all the grammars and other elementary works as yet published, the student contains more than five times as many as any

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THE Undersigned has received tions to Sell by Public Auction, TO-DAY (THURSDAY),

the 24th October, 1901, at 230 p.m., at his Sales Rooms, Duddell Street, A FINE COLLECTION OF PHILIP. PINE and AUSTRALIAN STAMPS. (Particulars can be seen in Catalogue.) On view from Tuesday, the 22nd October. TERMS :- Cash on delivery.

-'Anctioncer. Hongkong, 24th October, 1901.



FITHE Undersigned have received instructions from the Official Administrator, to Sell by Public Auction, for account of the late Captain A. W. R. and Mrs. Cobban (Deceased).

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be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 2nd proxime, or claims in connection therewith will not be recognised.

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Hongkong, 10th October, 1901.

Warrants will be issued on the 11th October.

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And NOTICE IS ALSO GIVEN that in

accordance with Article 24 of the Company's

Articles of Association, Interest will be charged.

as from the said 15th day of November, 1901,

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HE Undersigned have received instructions from the Official Administrator, to Sell by Public Auction, for account of the Estates of the late J. GRANT, J. GARNER, N. J. NIELSON, J. W. HILL, H. E. HAMMON and, DIN MAHOMED (Deceased). TO.DAY (THURSDAY).

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PUBLIC AUCTION. THE Undersigned have received instructions from J. P. Cottam, Esq., to sell

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Experts in Mines, Minerals and Metals; Mines Managers and Agents, ROOMSCHE KERKSTRAAT, SOERABAYA, JAVA.

Cable Address: "EXPLORATION." Soerabaya, 7th August, 1901. FOR SALE.

THE Steam launch "TUNG FAT." Built under Foreign Superintendence. Thoroughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in First-class Order and Condition. The Launch is fitted in European Style, suitable for towing purposes and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre. For further particulars, apply to-LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. FOR SALE. . FITHE WALER "KISMET," Winner of

the Maiden Stakes and Derby, Hongkong Meeting, 1901. Apply to— J. W. KEW, No. 20, Des Voux Read.

Hongkong, 19th September, 1901.

TEE. SANG & CO., COAL MERCHANTS have always on hand

LARGE STOCKS OF EVERY DESCRIP. TION OF COAL. Address-Care of Messrs. Kwong Sang & Co No. 144, DES VŒUX ROAD.

TO LET

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to-SANG KEE, 298. Des Voux Road Contral. Hongkong, 16th August, 1901. TO LET.

SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHE-SON STREET. Apply to-

CARLOWITZ & CO., Sales Office. Hongkong, 10th September, 1901. TO BE LET.

Immediate Possession. TO. 8, ROBINSON ROAD.

MEETING of SHAREHOLDERS in No. 6, MOSQUE JUNCTION. the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, Apply to-H. L. NORONHA, the 12th proxime at Twenve o'clock Noon,

Executor of the Estate of the late D. NORONHA. Hongkong, 14th October, 1901. TO LET.

TIWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices. OFFICES and ROOMS on 1st and 2nd FLOORS, Benconsfield Arcade. Also FURNISHED HOUSE at the Peak; possession on 1st November.

For Particulars, apply to-Hongkong, 10th October, 1901. TO LET.

Accessories in the immediate future, the NEWLY ERECTED HOUSE at the Directors have resolved to make the final Call East of Race-course. NOTICE IS HEREBY GIVEN that at a Apply to-NG YUEN HING, No. 9, Queen's Street, West Point: Company, held at the Company's Office, No.

Hongkong, 30th September, 1901. TO LET SHORTLY. TYOUSES (now in course of erection and

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of nearing completion) in a first-class busi-Ordinary Shares in the above Company ness locality, DES VŒUX ROADCENTRAL, in respect of all the Shares held by them next to A Tack's Furniture Store. in the above Company be and the same Ground Floors suitable for Shops. Upper is hereby made. Such Calls to be paid Floors have plastered ceilings and walls, and to the Company at their Bankers, the are very suitable for Offices. HONGKONG AND SHANGHAL BANKING Apply to-CORPORATION, at their Premises, Queen's

J. S. LEE & CO., Care of WING CHEONG TAI. 240, Des Voux Road West. Hongkong, 5th October, 1901. TO LET.

1 ST, 2ND and 3RD FLOORS of No. 35, at the rate of \$10 per centum per annum, upon QUEEN'S ROAD CENTRAL, next to all Calls remaining unpaid after the said 15th Mesers. Lane, Crawford & Co., now nearing Completion. Suitable for Offices. Apply to-

WING CHEONG, Nos. 1 & 3, D'Aguilar Street. Hongkong, 8th October, 1901. TO LET.

HOUSE in RIPON TERBACE. "THE RETREAT," MOUNT KELLETT. Apply to— THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 13th July, 1901. TO LET.

22, 26, 28, 30, 31, 33, 38, 42, 44, and 46, Paris, LEIGHTON HILL ROAD. Apply to-THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,

No. 8, Queen's Road West. Hongkong, 5th October, 1901. TO LET. ODOWN, No. 5A, DUDDELL STREET

Apply to— THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 5th July, 1901.

TO LET.

NO. 1, STEWART TERRACE, the PEAK. Apply to-

THE HONGKONG LAND INVEST. MENT AND AGENCY CO., LD. Hongkong, 17th July, 1901. TO LET.

6 SEMI-EUROPEAN HOUSES, Nos. 26 to 25, Po Hing Fong.

Apply to-CHAU CHEUK FAN, No. 8, Queen's Road West. Hongkong, 16th October, 1901. TO LET.

66 THERNSIDE," No. 37, ROBINSON ROAD. Apply to-

S. A. RAMJAHN, Care of Thomas's Grill Room Hongkong, 1st August, 1901. TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ld. For particulars, apply to— LAUTS, WEGENER & CO. Hongkong, 9th July, 1901.

TO RENT-ON THE PEAK. ... (Close to Tram Station). NICELY FURNISHED ROOM wit Bath and Board, in Private Family. Spendid View, and Very Healthy.

First-class Table. · Address -PEAK, Care of Daily Press Office. Hongkong, 11th October, 1901. BOARD AND RESIDENCE.

GILLANDERS "GLENWOOD."

21, CAINE RCAD. Hongkone 20th September, 1900. BOARD AND RESIDENCE. TOMFORTABLY FURNISHED

and Stone against White Ants, Decay, Fungue ROOMS, with Board. Apply to Mrs. MATHER, 2 Pedder's Hill. Hongkong, 1st January, 1892.

NOTICE OF FIRM

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

TR. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER. By Order of the Board of Directors. R. SHEWAN,

Chairman. Hongkong, 27th September, 1901.

BANKS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP ... 31,000,000 RESERVE FUNDS ... ... Directors:

U. EWENS, Esq.

C. S. SHARP, Esq. H. W. SLADE, Esq. HO TUNG, Esq. General Managers :

J. S. VAN BUREN, Esq.

Messra. JOHN D. HUMPHREYS & SON. Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony. JOHN D. HUMPHREYS & SON,

General Managera. Hongkong, 1st February, 1901.

FINE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE HOLDERS .....£800,000 RESERVE FUND.....£575,000

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances On Fixed Deposits for 12 months 4 per cent

T. H. WHITEHEAD,

Manager, Hongkong. Hongkong, 9th July, 1901. THE BANK OF CHINA & JAPAN

WORKING CAPITAL ..... over £230,000 RESERVE LIABILITY OF SHABE-HOLDERS ......fully £420,000

LIMITED.

HEAD OFFICE 36, Nicholas Lane, London, E.C. BRANCHES: Hongkong, Shanghai, Singapore. AGENCIES:

Yokohama, Kobe, Penang, Bombay, Calcutta, EUROPEAN HOUSES, Nos. 14, 18, Madras, Colombo, Rangoon, Java, Lyons, and BANKERS: The Bank of England and the Capital and

Counties Bank, Limited.

General Manager-F. C. BISHOP INTEREST ALLOWED. ... 2 per cent On Current Accounts Fixed Deposits 3 months  $\begin{bmatrix} 0 & 41 \\ 0 & 6 \end{bmatrix}$  months  $\begin{bmatrix} 41 \\ 42 \\ 0 \end{bmatrix}$  notice  $\begin{bmatrix} 41 \\ 5 \\ 0 \end{bmatrix}$ 

The Bank buys, sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places. J. W. R. TAYLOR, Manager.

Hongkong, 1st June, 1901.

HONGKONG SAVINGS BANK. FINE Business of the above Bank is conducted by the HONGKONG AND SHANG HAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3;

PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION. T. JACKSON.

Chief Manager. Hongkong, 4th October, 1900.

STEELING RECERVE...\$10,000.000

SILVER RESERVE ... 3,750,000

HONGKONG & SHANGHAY BANK. RESERVE FUND-

RESERVE LIABILITY OF PROP'TOES.\$10,000,000 application. COURT OF DIRECTORS. R. SHEWAN, Esq.—Chairman.

Hon. J. J. BELL IRVING .- Deputy Chairman. H. Schübart, Esq. A. Haupt, Esq. D. Meyer Moses, Egq. N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq.

> CHIEF M. NAGER: Hongkong-Sir Thomas Jackson, MANAGEE :

Shanghai-H. M. Bevis, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent, per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 24 per cert per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum. T. JACKBON. Chief Manager. Hougkong, 17th August, 1901.

BANKS THE TOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBED ... Yen 24.000.000 CAPITAL UNCALLED RESERVE FUND........

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Kobe Nagasakia Tokio New York London Honolulu San Francisco Rombay

Newohwang Tientsin Shanghai LONDON BANKERS THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per mutual TARO HODSUMI,

HE MERCANTILE BANK OF INDIA, LIMITED, AUTHORISED CAPITAL .....£1,500,000

SUBSCRIBED .....£1,125,000 L'AID-UP .....£ 562,500 RESERVE FUND.....£ 40,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily believes.

For 12 months. J. THURBURN, Manager, Hongkong. Hongkong, 1st April, 1901.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

HEAD OFFICE-SHANGHAL BRANCHES AND AGENCIES. Peking | Chefoo Penang Chinkiane

The Bank purchases and receives for collec-tion Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances. 3% per annum on Fixed Deposits for 3 months. £650,000

> Hongkong, 1st January, 1901. THE NATIONAL BANK UP CHIAS LIMITED. PAID-UP CAPITAL ...... £ 324,374

BOARD OF DIRECTORS: CHAN KIT SHAN, Esq. | C. EWENS, Esq. CHOW TUNG SHANG, Esq. J. T. LAUTE, Esq. Chief Manager, JEO. W. F. PLAYFAIR.

Hongkong, 23rd March 1899. THE BANK OF TAIWAN (FURMUDA. LIMITED. (Incorporated by Special Imperial CHARTER).

HEAD OFFICE:-TALPER, FORMOSA

BEANCHES AND AGENCIES. Osaka Kyoto Yokohama Nagasaki Hakodate Moji London New York S. Francisco

HEAD OFFICE :-- INTEREST ALLOWED. On Current Account. .... 5.475 /. per nunna. Savings Bank 6.205% ... On Fixed Deposits 

Drafts granted on the chief commercial places Further particulars may be obtained on

Manager. Taipen, 5th October, 1900. TEUTSOH ASTATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tack 5,000,000 HEAD OFFICE SHANGHAL. BOARD OF DIRECTORS : BERLIN.

Berlin Taingtau (Kiautschou) LONDON BANKERS Messrs. N. M. ROTHSCHILD & SORS. UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BRELIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHARE INTEREST allowed on Current Account DEPARTS received on terms which may be

learned and exchange talkiness transacted.

E. F. GROS Acting Manager Hongkong, 8th February, 1900.

Manager. Hongkong, 2nd October, 1901.

ON FIXED DEPOSITS:

IMPERIAL BANK OF CHINA. SUBSCRIBED CAPITAL. Shanghai Tla. 5,600,000 PAID-UP CAPITAL

Chungking Singapore

E. W. RUTTER. Manager.

HEAD OFFICE-HONGKONG.

Interest for 12 Months Fixed ..... 5"/.

AUTHORIZED CAPITAL ...... Yen 5,000,C 10

JUICHI SOYEDA, Esq., President. Head Office Manager: HIROMI KAWASAKI.

Tokyo Tainan Hongkong Amoy Shanghai Tientsin Newchwang Chemulpo Fusan.

per annum business transacted. both in Japan and Abroad.

HIROMI KAWASAKI.

BRANCHES; Calcutta . Hankow

#### INSURANCES

THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA. INCOMPORATED 1851. CAPITAL .....£410 000.

THE Undersigned, having been concinted AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates. WM MEYERINK & CO.,

Agents. Hongkong, 18th May, 1900.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT LISKS against FIRE at Current Rates.

HOTZ, S'JACOB & CO. Hongkong, 2nd April, 1900. TRANSATIANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO.,

Hongkong, 16th November, 1872.

NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. £14,732,081.

PAID-UP CAPITAL ..... II. FIRE FUNDS ...... 2,883,716 14 4 The Undersigned, having been appointed

Current Rates. SHEWAN, TOMES & CO.,

Honghong, 3rd July, 1901. AACHER AND MUNICH FIRE IN-SURANCE CO.

OF AIX-LA-CHAPELL. HE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates. REUTER, BRÖCKELMANN & CO.,

Hongkong, 21st April, 1897 DHENIX FIRE OFFICE

The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office. Hongkong, 17th August, 1887.

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS nt current rates. P. LEMAIRE & CO.

Hougkong, 7th February, 1901. TORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG Company are PERPARED TO ACCEPT First Class Foreign and Chinese Risks at Current

SIEMSSEN & CO. Hongkong, 29th May, 1895. JUN INSURANCE OFFICE, LONDON.

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at

Current Rates. SIEMSSEN & CO., Hongkong, 16th May, 1892.

PIANOFORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to All Repairs done personally. Tuning.... \$3.50.

Address-Care of DRAGON CYCLE STORE D'Aguilar Street. Hongkong, 4th September, 1901.

TSANG FOO & CO. SAM WING HING 

CUAL MERCHANTS. No. 48, DES VŒUX ROAD CENTRAL. Telephone No. 329, Hongkong, 23rd September, 1901.

GENTLEMAN with life-long experience A of Racehorses, who has Owned, Trained, and Ridden Winners of Flat Races and Steeplechases at Home and Abroad, would be pleased to TRAIN PONIES for the forthcoming Hongkong Baces.

Apply-"BCIMITAR," Care of De ly Press Office. Hongkong, 17th October, 1901.

R. J. REMEDIOS. LOREIGN AND COLONIAL STAMP DEALER No. 37, CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash AGENTS WANTED 15 to 25 per cent. Discount Allowed. [1996

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at East POINT at Moderate Rates WM. PARLANE

Hongkong, 17th February, 1899.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS PRICES ON APPLICATION at No. 1. Queen's Road East, Hongkong

Hongkong, 17th October, 1899.

[ALL RIGHTS RESERVED.] SPORT AND ANECDOTE.

BY AN OLD, FOGEY.

CONCERNING RECORDS. Of the making of records there is no oud. I is almost impossible to open any well regulated newspaper for home consumption without discovering some colebrity has eclipsed all his rivals, or that some person whom we have never heard of before has accomplished some stapid thing that probably no one else has ever attempted. Thus one day we stand aghast to read that Charles Fry has compiled six successsive hundreds in first class cricket and thirteen in all during the season of 1901, while almost in the same issue we are carefully told that a [33 | certain amphibious creature mamed Finneynot the renowned Finn y-has dived from the top of one of the towers of the Albert Suspension Bridge at Batterson into the Thames, a distance of 100ft. Again we read that Flanagan has beaten all performances by hurling a hammer 16lbs, in weight 17lff. 9ins., and yet again that an American bred mare without a driver, that is to say running round a track by itself without a guiding or controlling hand, actually trotted 10 miles in 28min. 53/2-5secs. A little while ago we were gravely informed

TOTAL FUNDS AT 31st DECEMBER, 1900, that a well-known lady swimmer intended to try and regetiate the Niagara fails and rapids in a AUTHORISED CAPITAL ... £3,000,000 0 0 barrel. She has since taken warning by the SUBSCRIBED CAPITAL. 2,750,000 0 0 fate of another adventurous soul; and yet some 687,500 0 0 little time further back we were regaled with an account of how an eccentric Hungarian footballer who first imported the Association code into Prague had dribbled a ball all the way AGENTS for the above Company, are pre pared to ACCEPT RISKS against FIRE at from that beautiful city to Paris. He dribbled as much as 65 miles a day in order to acquire proficiency in the art and communit over the ball When one reads such things as these month after month, day after day, it seems to me that there are records and records -- some useful an others not worth a jot.

THE VALUE OF RECORDS. Such feats as those of the diver and the drib bler stand by themselves beyond compare'; but they are really of no value to anyone save the person who gains a little netoricty. Some o the records-indeed so-called records-are of 194 little stability, for they are only established to day to be beaten to morrow. No men as a body have been guilty of so much of this kind of thing as cyclists. Not so much this year, or last indeed, but for some time prior to that cyclists made a regular business of "record breaking "-until at times one really hardly knew what the best times for certain distances were. Some swimmers, too, have advertised themselves freely by setting up splendid figures apparently; but when one comes to examine into the matter we find that the bath is 20 yards long, whereas for all distances up to and inclusive of 500 yards the baths must be no less than 25 yards in length, while above 500 yards the records to be accepted by the authorities must be made in open water not less than 110 yards in length. These are important technicalities which the average man overlooks when he sees that So-and-So has swum 100 vards in 61 seconds or less. Very much more The Undersigned ACENTS of the above discrimination is required in assessing the real merit attached to these performances so blatantly announced to the public day by day. It is well to divide records into two classes—those which are made without the artificial aid of the manufacturers of sporting requisites, and those which are in a large measure due to extraneous circumstances. For instance, when I look at my book of records, and I see that Jarvis the other day won the 500 yards' championship in 6 minutes 35 seconds—well, I simply marvel. In 1878 this race was carried off by J. P. Taylor in 8mins. 71secs. In 1882 E. C. Daniels brought the figures down to 7mins. 44secs. while four years later the renowned Jeey Nut tall accomplished it in 7mins. 194secs., and was deemed one of the wonders of the world. In 1891 W. Evans reduced the time to 7mins. 14secs., while Jack Tyers was the first of all to best 7mins., his best being 6mins. 45secs. in 1894. This remained the amateur record until October, 1899, when Jarvis credited himself with 6mins, 42/3-5secs, at Sunderland, but in the meantime Nuttall lowered the time to 6 mins. 381secs. in September, 1897, when he beat Ernest Cavill, of Australia, in a money match during the Leger week at Donca ter. Quiet recently in the same bath Nuttall accomplished 6mins. 36/3-5secs., but Jarvis, the amateur champion, as I have said, did 6mins. at Leicester in August, 1899. I consider this 500 yards' record of Jarvis a startling achieve- dribbling a football from Prague to Paris or result of genuine honest work. The inventive mind of man has not produced any mechancial centrivance to assist a swimmer, or make his to swimming. When Jarvis is ploughing through the water bent on establishing record he maintains a wonderfully uniform stroke and pace. His regularity conduces to beating the clock, and when one sees his arm come out of the water time after time it looks like a great leg of mutton being whirled round with mechanical precision. This is

for the cyclist, let us say, owes very much to

the track and machine-builders, the crack

shot to the gunmaker, and the billiard-player

to the table and one manufacturers. It is as

make 100 off the balls as it was for the veterans

of sixty or seventy years ago, to rattle up 10.

honest enthusiasm ever stop to think of the remained stationary. Given a trial for the days when Grace was in his very prime. Talk Lancashire second eleven, he played grandly, about Fry. Please don't overlook that the and was introduced into the first team for great "W.G." hit up 344 for M.C.C. v. Kent, the closing county match of last season with 177 for Gloucestershire v. Notts, and 318 (not | Leicestershire, Moreover, he played like out) for Gloucestershire v. Yorkshire in suc- a workman, for he took six wickets and knocked cessive matches between August 10th and up 20 runs. Bowling with any amount of con-August 19th in .1876. Has any man over fidence, I should describe him as a fast-medium, equalled this feat? Nor must we overlook | who preserves an admirable length, and can that between May 15th and August 23, 1871 the Leviathan made ten hundreds. Now in | and with the advantage of height and strength 1871 and 1876 the groundman had not entered | I can assure readers that he is a very awkward into a conspiracy with the batsman to break customer to face. What has been the result? the heart of the bowlers. Moreover, in 1871, This comparatively unknown cricketer is now there were such artists with the ball as Freeman, Willshor, Emmett, Farrands, Alfred Shaw, Jimmy Southerton, Mr. Appleby, Mr. Buchanan, and Jimmy Shaw, while in 1876 these were reinforced by William McIntyre. Fred Morley, and Allan Hill. Now, I say it humbly, with all due respect to Charles Fry and to the present-day bowlers, that I should give the palm to the champion and to the attacking brigade of that day. This is a little of what I mean when I say that we need a little more discrimination in our praise of records. SOME FEATS TO BEAT.

If some of our latter-day celebrities are so ex-

ceedingly keen to show their superiority to all

their predecessors and to establish some records worth while troubling about, let me suggest one or two for them to tackle. Now a good young men, both professionals and amateurs. imagine they can run. W. Johnson, who used to train Sheffield Wednesday football team, ran 130 yards in 121secs, in February, 1867, while Harry Hutchens, the "old champion" as he signs himself, can 1312 yards in a yard worse than 124 secs. in a Sheffield Handicap during February, 18:2. Now each of these performances is about eight yards faster than even time-10 yards a second. I want to see these wondrous feats equalled-never mind being beaten. Again on January 2, 1884, Hutchens covered 300 yards in 30 secs, at Powderhall Grounds, Edinburgh, but only one man, Barney Wefers, the Worcester wonder of America, has oven got within six yards of this time. One of the finest efforts ever made by any man was that of W. G. George in his one mile match with Billy Cummings, at Lillie Bridge Ground, London, in August, 1886, when be covered the distance in 4mins, 122 secs. George Tincler got down to 4mins, 15 1-5sees, on th faster tracks and in the finer air of America, but no one in England has over got anywhere near George. But I will turn further back than this and ask where is the man who can surpass the 9mins. Hisses, for two miles, by Bill Lang, at Manchester, in 1863, and the five miles of Jack White, the "Gateshead Clipper," made in the same year at Hackney Wick, in 24mins. 40secs? Some people imagine that they are great walkers. Well, let them, surpass one mile in 6mins, 23secs., as accomplished by W. Perkins at Lillie Bridge, on June 1, 1874. It is not my intention to decry the present at the expense of the past, but my desire is to point out that with all this record-breaking there are feats which have remained intact for many long years. If some of the athletes of to-day imagine themselves to be so intensely clever, let them tackle any of the records I have mentioned. and if they do better none will award them more honest and more lavish praise than the "Old Fogey."

STRANGE MISCELLANEOUS RECORDS. I was looking over some strange records the other day, and was much struck by the fact that Thomas Burrows swung a pair of Indian clubs, 2lbs. each, for 30 hours without cossation. not less than one revolution a minute, at the National Sporting Club, London, in 1897, while a month or two later Jack Griffiths swung a pair of 31b. 30z. 36 hours without rest at Newcastle, New South Wales. But of what use was it when such a performance was accomplished: It had not even the utility of swimming the English Channel, and that is doubtful save as a test of bravery and endurance. This is not half so practical as opening 100 oysters in 3mins. 3lsecs. by one William Lowney at Philadelphia in 1884, or of stamping 500 envelopes in 2mins, 57secs., and 1,000 in 8mins. 8secs, with an ordinary post office stamper by Daniel Cleary at Medina, New York, in 1898. Again W. London, an American farrier, took sixteen old shoes off four horses and reshod them in 33 minutes, some ten years ago; while a Yankee bricklayer, in 1887, laid 162 bricks in 2mins. 30sec., using trowel and putting in cross joints. Now I could give many other instances of curious battles aginst time, but these I think 35sees., the boy Billington pushing him along | illustrate the mania for making records, and a little. "Now this is worthy to rank with the | show generally what men will do for the sake same man's 25mins. 13/2-5secs. for one mile of a little notoriety. Some of these achievements at any rate are much more sensible than ment. The Leicester man is entitled to all the diving off Battersea Bridge. But whenever honour and leudos he can get, because this is the we see a record so-called in a newspaper let us not be carried away by the paragraph without examination. Let us remember the great deeds which men have done in the old time, and recall work any easier. This is the reward of genuine both the purely sporting and the ultra-utilitadevelopment of the art of natation by a man | rian deeds which others have done, for I am who has sacrificed himself to physical fitness and convinced that the men of to-day are certainly no smarter than they were thirty or forty years

ago in most branches of sport. A CRICKET CURIOSITY. lished by a cricket profesional named Sidney Barnes, who until a few days ago was in the employment of Burnley, one of the Lancashire League clubs. A Warwickshire man by birth, the class of record we ought all to admire, he was tried for his county in five matches in 1894 and 1895, but he did not give the executive nuch satisfaction, and he came out as a professional to Rishton, which is a village near Blackburn. Having helped that club to win easy now for a professional billiard-player to the championship of the Lancashire League, he joined Burnley, with the result that this organisation also carried off premier honours. For Just in the same way you hear folks declare Burnley in 1900 he secured 111 wickets at a that there never was the equal of Ranji, and cost of 9.22 runs each, and averaged 26.34 with that Fry's recent batting surpasses everything the bat in 26 completed innings, while in the ever accomplished in the history of cricket, season just closed he has captured 135 wickets 12646 Now I wonder if these good folk in their for 8.89 rans each, and his batting figures have i

break a ball both ways. He has a slow delivery, engaged for Lancashire for next season, and is also to accompany Mr. A. C. MacLaren on his Australian tour. For an absolutely unknown man to be taken to Australia is, I should say, unparalleled in the history of cricket, but I should not in the least be surprised to find him very successful. Cuttell came out of the Lancashire League, and I think Barnes is quite as fine a cricketer and much younger. He is a decided capture for Lancashire, and just the kind of bowler they want. Barnes, of Burnley. is quite likely to make as great a reputation as the apocryphal Barnes of New York, and with luck I should say he is just the sort of man to rival the fame of William Barnes of Notlingham, being built somewhat on his lines and a ericketer of his pattern-although, of course, not nearly so clover at present.

THE UNIVERSITY ATHLETES IN AMERICA. The cable tells us that the Oxford and Cambridge Universities' athletes met a team from the McGill University of Toronto at Montreal last Saturday, and of the eight contests the Canadians were one, Morrow capturing the quarter-mile in 50/3-5secs. The most surprising result to my mind is the half-mile of the Rev. H. W. Workman, who covered the distance in one minute 54/4-5secs., and beat J. R. Cleave, the Oxonian and English champion. Workman has never run the half-mile in our Inter-University matches, although I recall him running very well over this distance in a match against the London Athletic Club. Still, The he has never made such time as one minute 54/4-5secs. in England, and the climate of Canada evidently suits him. This is within one fifth of a second of F. J. K. Cross's time in 1888, while the world's record of lmin. 53/2-5 secs, stands to the credit of C. H. Kilpatrick, made against the Englishmen at New York on 21st September, 1895. On the same day | New York, San Percent Workman also carried off the two miles in 9min, 53/3-5secs. What an improved jumper G. Howard-Smith must be, as he cleared 6ft. 2in., which is within half-an-inch of M. J. Brookes's famous leap of 6ft. 23in, at Oxford in 1876. Of course, F. G. Cockshott took the mile in 4min: 26secs., A. E. Hind the 100 yards in 10/2-5secs., and G. R. Garnier the hardles in 16/1-5secs.; but these results are only what we expected. The Thes across the pond are sure to distinguish themselves. LEAGUE FOOTBALL.

It was only last week that I was referring to the fact that accidents in First League football are comparatively rare, but last Saturday there was another unfortunate accident, for Walter Bennett, of Sheffield United, broke his right arm. I have told you so much about our friend "Cocky " Bennett that I need only say he fell on his arm and smashed it himself in two places. I once remember William Gunn falling on his right wrist, which was doubled up under him. For the rest of the year he was winding up a clockwork arrangement in the endeavour to restore the strength and suppleness of the joint. I recollect that he could not cut a ball during the next cricket season. We must all hope for the speedy recovery of both Toman and Bennett. Notts on Saturday defeated Sheffield Wednesday by 6-1, such a thrashing as they have not given the Wednesday since 1889. Having re-arranged their forwards Newcastle United routed Stoke by 5-1, while Welverhampton Wanderers whipped Sunderland by 4-2. This was not a pleasant game, but Haywood, of the "Wolves," scored one magnificent goal. Sheffield United reversed last year's form with Bury, whom they beat 3-1, while Bolton Wanderers followed suit and conquered Derby County by 2-1, mainly owing to the cleverness of their right wingand especially Lawrence Bell. Nottingham Forest parted with Dean, the ex-Walsall man at the close of last season to Grimsby, but on Saturday Dean played a great game, and Ronaldson scored the goal which enabled his club to defeat the Forest by 1-0. Such is fate. The other new First Division Club, Small Heath, did better still as they visited Manchester, and thrashed the City on their own ground by 4-1. Manchester have not earned a point yet. In the presence of 30,000 people Everton and Liverpool played a superb game, and drew with the record two all, while Aston Villa and Blackburn Rovers also tied-one each; but this was a comparatively poor exhibition. On Monday the Villa were beaten on their own ground 2-1 by Sheffield United, who are exidently a power to be reckoned with even yet, although they have no new players.

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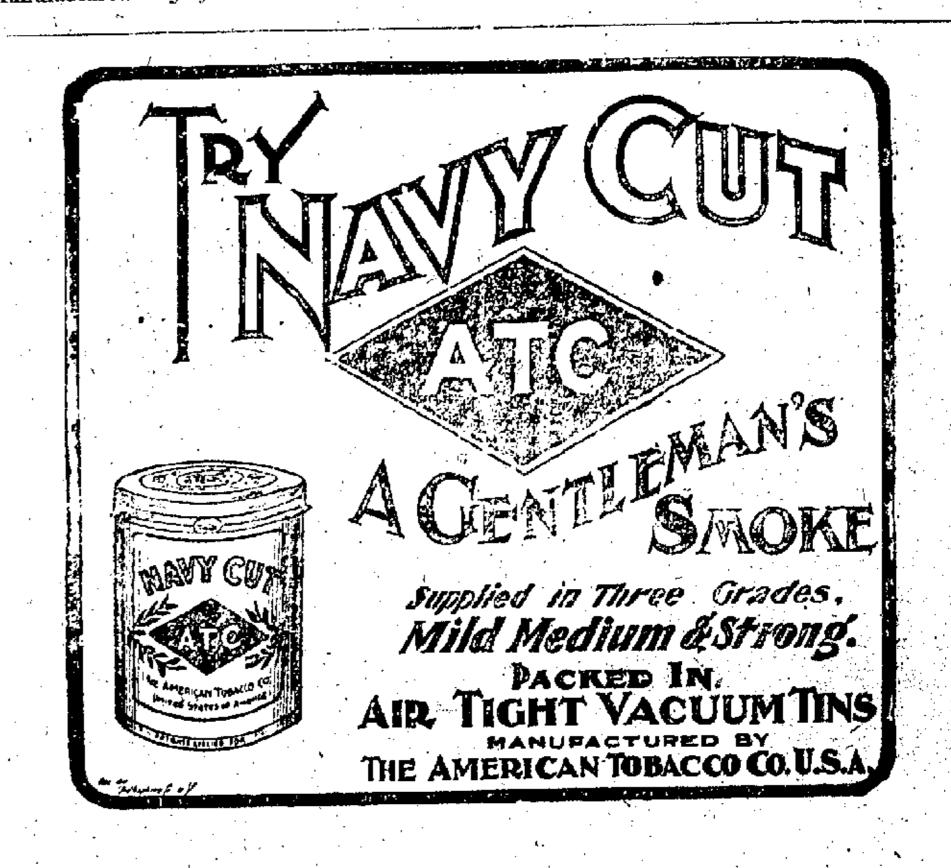
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Hougkong, 1st August, 1901.

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1. From Green Isl	and to the Harbour Master Muster's to Blake Pier.		ii lung.	3. F 4. F	rom Blake Pier to Naval Yurd. rom Naval Yard to East Point.	
DESTINATION	VESSEL'S NAME	FLAG & RIG	вевтн	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
PESTINATION		<b>7</b>		A. L. Valentini	P. & O. S. N. Co.	On 26th inst., at Noon,
LONDON. &C., VIA PORTS OF CALL	BENGAL	Brit. str.	$\begin{vmatrix} 2m, \\ 0m \end{vmatrix}$		BUTTERFIELD & SWILL	On 20th inst.
LONDON, &C., VI T FORTS OF CARD MAN		Brit. str		W. Hayward, R.N.R.		On 2nd November, at Noon.
LONDON	CEYLON	Brit. str		44. ITINA LITTIA SALLES	BUTTERFIELD & SWIDE	On 12th November.
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LONDON WADDETETES &c	I TANAL STREET	Brit. str.	i	R. Trent	NIPPON YUBBN KAISHA	On 1st Nov., at Dayngav.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MABU	Jap. str.	1 12	· ·	December	On 15th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	• •		BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT	LAIDA	Brit. str	2 m.	Aubert	MESSAGERIES MARITIMES	On 4th Nov., at 1 P.M.
MARSEILLES. &c., YIA POINTS OF CALL	SALAZIE	Fren. str		W. Franke	MELCHERS & Co	On 31st inst., at Noon.
PREMEN. VIA PORTS OF CALL		Ger. MLr	$\frac{1}{2} \frac{2}{m}$	Zurbonsen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	BAMBERG	Ger. utr			HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE, BREMEN & HAMBURG	BEGOVIA	Ger. str		Foerck	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	MARBURG	Ger. str		Zachariae	HAMBURG AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SUEVIA	Ger. str	1 =	Borck	I TO I I I I I I I I I I I I I I I I I I	On 28th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.		Mayer	HAMBURG-AMERIKA LINIE	On 11th January, 1902.
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AUSTRALIAN PORTS	DORNEO	Brit. str.	) <b>T</b>	D. C. Gregor, R.N.R	P. & O. S. N. Co	To morrow, at Daylight.
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MANILA MANILA SINGAPORE & COLOMBO	CHANGSHA	The street		K. Kori	Nippon Yusen Kaisha	To morrow, at 4 P.M.
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#### SHIPPING.

ARRIVALS. Oct. 22, HONGMOH, British str., 2,555, W. Dawson, Penang and Singapore 16th October. General.—CHINESE. Oct. 23, Anding Maru, Japanese str., 1,053, S. Atsumi, Foochow 20th Oct., General. -

M. B. KAISHA. Oct. 23, HITACHI MARU, Jap. str., 3,829, H. Butler, London 13th Sept., General. NIPPON YUSEN KAISHA. Oct. 23, ILTIS, German gunboat, from Canton.

Oct. 23, Kohsichang, German str., 1,291, Leuss, Bangkok 15th October, General.-BUTTERFIELD & SWIRE. Oct. 23, MICHAEL JEBSEN, German str., 710, Jessen, Haiphong 19th October, General.

-JEBSEN & Co. Oct. 23, Pax, Belgian str., 1,207, Ed. Damster, Saigon 18th Oct., General .- MELCHERS

Oct. 23, PROGRISS, German str., 687, Meyer, Chefoo 17th October, Beans,-Siemssen Oct. 23, UMTA, British transport, 3,450, R. W.

Gimblett, Calcutta 10th October.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 23rd October.

Benmohr. British str., for Kohsichang. Devawonque, German str., for Bangkok. Else, German str., for Chefoo. Hanoi, French Str., for Hoilow. Independent, German str., for Chefoo. Loyal, German str., for Tilatian. Lycemoon, German str., for Shanghai. Marquis Bacquehem, Aust. str., for Yokohama Onsang, British str., for Singapore. Sungkiang, British str., for Manila.

DEPARTURES.

23rd October. DEVONSHIRE, British str., for Samarang. EMPRESS OF CHINA, British str., for Vanconvor Else, Garman str., for Cheloo. GLENFALLOCH, British str., for Amoy. KENTMERE, British ship, for Yokohama. LYERMOON, German str., for Shanghai. Lucia, British barque, for Rajung. MARQUIS BACQUEHEM, Aust. str., for Y'hama. ONBANG, British str., for Singapore. SUNGKIANG, British str., for Manila. WINELAND, Danish str., for Amoy. WOOSUNG, British str., for Canton. VESSELS IN DOCK.

23rd October. ABERDEEN DOCKS .- Penarth. ROWLOON DOCKS .- Conton River, Eleano, Cebu, H.M.S. Argonaut, Tsinan, Esmeralda. COSMOPOLITAN DOCK .- Doric.

SHIPPING REPORTS. The German steamer Kohsichung, from Bangkok 15th inst., had strong N.E. monsoon from

Padaran. The Japanese steamer Amping Maru, from Foochow 20th inst., had fine weather, light

breeze and slight sea. The British steamer Hougmoh, from Penang 10th inst. and Singapore 16th, had moderate N.E. winds till the latitude of Paracels; then strong monsoons and high sea to port.

#### VESSELS ON THE BERTH

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"AUSTRALIAN," Captain Helms, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for

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FOR SHANGHAI AND NAGASAKI. II HE Steamship.

"PEMBROKESHIRE, Captain Kennedy, will be despatched for the above ports TO DAY, the 24th inst., at 3 P.M. For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Hongkoug, 21st October, 1901.

NIPPON YUSEN KAISHA. FOR MANILA.

ITTHE Company's Screw Steamship

"YAWATA MARU?" 3,873 tons gross, Captain A. E. Moses, will be despatched for the above port TO-MORROW, the 25th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. For Freight and Passage, apply to

Manager. Hongkong, 17th October, 1901.

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FOR MANILA DIRECT. THE Company's Steamship

"PERLA, Captain J. E. McArthur, will be despatched as above TO-MORROW, the 25th inst., at 5 P.M The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

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"BENGAL." Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the

above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via

Bombay with transhipment. Parcels will be received at this Office until 4 BRAEMAR ..... P.M. the day before sailing. The contents and WYEFIELD ..... value of all packages are required. Shippers are particularly requested to note

Bills of Lading. For further particulars, apply to H. A. RITCHIE. Superintendent. Hongkong, 14th October, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY. HE Company's Steamship

"DAIJIN MARU." return by the steamers of the China Navigation | Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hougkong, 21st October, 1901.

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PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). \* "TARTAR," 4,425 Tons...Comer. E. Beetham, R.N.R....WEDNESDAY, 6th Nov., 1901 "EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 20th Nov., 1901

\*"ATHENIAN," 3,882 Tons, Capt. H. Mewatt ......WEDNESDAY, 4th Dec., 1901 "EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. .....WEDNESDAY, 18th Dec., 1901 "EMPRESS OF CHINA"...Comer. R. Archibald, R.N.R....WEDNESDAY, 15th Jan., 1902 THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,

and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World'. Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books. Rates of Passage and Freight, apply to

Hongkeng, 1st October, 1901.

### NORTHERN PACIFIC STEAMSHIP CO.

D. E. BROWN, General Agent,

Pedder's Street.

General Agents.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Proposed Sailing Captair. Steamer. November 1st W. Frakes ..... November 14th J. Barker November 26th

GLENOGLE ..... CLAYERING.... December 10th G. Cartmer.....

the terms and conditions of the Company's ITHE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG. TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANCIC MAIL LINES,

The Railroad travelling is second to none on the American Continent; two trans-continental THE Undersigned GENERAL AGENTS Neither the Cartains, the Accents, nor the trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers or the Crews are prepared to issue THROUGH BILLS DEBT contracted by the Officers of the Of TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TACOMA, 222.

The best route to the KLONDYKE GOLD FIELDS. Frequert Sailings from VICTORIA Rates of Passage to other Points on application. and TACOMA to DYEA and St. MICHAEL. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED,

Hongkoug, 2nd October, 1931.

# HAMBURG-AMBRIKA LINTE. NORDDEUTSCHER LIOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lishon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports.)

#### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

l	STEAMERS.	DESTINATIONS.	BAILING DATES
١	BAMBERG	(HAVRE & HAMBURG)	
ļ	Capt. Zurbonsen	(Calling at Singapore and Colombo)	Un zad nov bregat
ļ	SEGOVIA	HAVRE, BREMEN & HAMBURG	
	Capt. Foorok	(Calling at Singapore and Penang)	On 18th Nov. Freight.
}	MARBURG		
		(HAVRE & HAMBURG (Calling at Singapore and Colombo)	on such nov. Proget.
	Capt. Zachariao	HAVRE & HAMBURG	
ļ	BURYLA	HAVRE & HAMBURG	On 14th Dec. Freight.
	Capt. Borok	(HAVRE & HAMBURG	
	NUERNBERG	4 (constant of Discounting Colomba)	On 28th Dec. Freight
	Capt. Mayer		The state of the s
	SERBIA	(Calling of Singapara and Papara)	On 11th Jan, Freight.
	Capt Brehmer	(Calling at Singapore and Penang)	
	For Further Particu	lars, apply to	

HAMBURG-AMERIKA LIN'E, HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1. Hongkong, 7th October, 1901

# YUSDNIKAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	BAILING DATES.
Tosa Maru	··}NAGASAKI	Thursday, 24th October, at 4 P.M.
	} KOBE and YOKOHAMA	
KAGOSHIMA MARU	SOMBAY VIA SINGAPORE and COLOMBO	FRIDAY. 25th October.
	SYDNEY and MELBOURNE, vis.  MANILA, THURSDAY ISLAND,  TOWNSVILLE and BRISBANE	for the second state of the second with the
д. ш. шоооз <i>п</i>	LONDON and ANTWERP, VIA.  MARSEILLES SINGAPORE	

PENANG, COLOMBO & PORT ( at DAYLIGHT. R. Trent Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and

Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager Hougkong, 23rd October, 1901.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRI SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES. IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS.

THURSDAY .... 31st October. SACHSEN ... ... 13th November. KIAUTSCHOU (Humburg-Amerika Linie) ... WEDNESDAY WEDNESDAY 27th November. 11th December. WEDNESDAY STUTTGART ... 25th December. WEDNESDAY KONIG ALBERT WEDNESDAY PRINZESS IRENE ... ... ... PRINZ HEINRICH ... ... WEDNESDAY 22nd Jan. 19 2. ... WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ..... 19th Feb. 1902. SACHSEN ... WEDNESDAY

IN THURSDAY, the 31st day of October, 1901, at Noon, the Steamslup "SACHSEN." of the NORDDEUTSCHER LLOYD. Captain W. Franke, with MAILS, PASSENGERS. SPECIE and CARGO, will leave this Port as above, CALLING AT NAMES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 29th October, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsses

Linen can be washed on board. NORDDEUTSCHER LEOYD

For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 17th October, 1991.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS. SHANGHAI ..... LONDON, &c..... CEYLON ..... Noon, 2nd Freight or Passage W. Hayward, R.N.R. Novembar LONDON ..... YOKOHAMA VIA SHANGHAI AND KOBE .... (Passing through the Inland Sea) --- to built and a mile of the many of the

PASSENGER SEASON 1902 For MARSEILLES, PLYMOUTH) ORIENTAL. and LONDON DIRECT...... MALTA 6.064 Tons 12th April WITHOUT TRANSHIPMENT...... For Further Particulars, apply to

Sperintagent Hungkong, 14th October, 1901.

NATAL LINE OF STEAMERS.

I in CHINA and JAPAN for the above Line | Owners will be RESPONSIBLE for any OF LADING for all the principal ports in of the following South Arrica, in connection with Indo. Hongkong South Aurica, in connection with inde- bougaous E. British ship, Joing, China Stram Navigation Co.'s fortnightly Crimer E. British ship, Joing, service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

HELEN A. WWAN, American ship, Vanhon. Arahold Karbons Comments of Colored STATE OF MALNE, America Standard Oil Co. W. H. CONFER American Ship, Colcord .--Standard Oil Co.

TOT RESPONSIBLE FOR DEBTS.

#### VESSELS ON THE BERTH

# OCEAN STEAMSHIP COMPANY.

	OUTWARDS.	Due
PROM	"MACHAON"	On 25th October.
GLASGOW and LIVERPOOL.		
GLASGGW and LIVERPOOL	"PROMETHEUS"	On 6th November.
· AT ARGOW ODE HE VERLOUME	"GLAUCUS"	On 15th November.
GLASGOW and LIVERPOOL.	IXION'	
GLASCOW and LIVERPOOL.		21 110 144 mm
	HOMEWARDS.	
		TO BATE
LONDONLONDON	2 O AT OTEA 2.P	On 29th October.
LONDON		On 12th November.
LONDON		On 26th November.
LONDON	A MITTIFIED?	On 10th December.
		The second secon
LIVERPOOL DIRECT (Taking Cargo at London Rates)	Lanardanie.	On 15th November.
(Paking Cargo at London Rates)	J. DAIDANGS	. <u> </u>
LIVERPOOL DIRECT	ERTYTON"	On 15th December.
(Taking Cargo at London Rates) LIVERPOOL DIRECT (Taking Cargo at London Rates)	TO LAKE THE STATE OF THE STATE	
	AS COST CONTROL CONTRO	Lingt at Noon and ma

The S.S. "MACHAON," left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst. The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst, and may be expected here on the 26th inst. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

[15]

Hongkong, 21st October, 1901.

REGULAR STEAMSHIP SERVICE TO

"SATSUMA".

"LENNOX"

"KURDISTAN"

NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," End of November.

For Freight and further information, apply to

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS PROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU,

THE UNITED STATES.

MEXICO. CENTRAL AND SOUTH

S.S. "THYRA"..... On 20th December

THE Steamship "STRATHGYLE" will

SAN FRANCISCO VIA MOJI. KOBE

L be despatched for SAN DIEGO and

and YOKOHAMA on WEDNESDAY, the

Through Bills of Lading issued to any point

Cargo will be received on board until 5 P.M.

Consular Invoices, to accompany Cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

THE CHINA MUTUAL STEAM NAV

GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND

OOPACK?

culars, apply to JARDINE, MATHESON & CO.,

SHEWAN TOMES & CO'S NEW YORK

LINE.

FOR NEW YORK VIA SUEZ CANAL

"ADANA"

THE OSAKA SHOSEN KAISHA.

LIMITED.

FOR FOOCHOW TIA SWATOW AND

"ANPING MABU."

For Freight or Passage apply to THE MINES BUSSAN KAISHA,

aptain S. Atsumi, will be despatched for the

To be followed by the Steamship.

on or about 15th December, 1901.

Hongkong, 21st October, 1901.

THE Company's Steamship

November, at DATLIGHT.

Hongkong, 28ed October, 1901.4

Hongkong, 28rd October, 1901.

Agents.

SHEWAN TOMES & CO.

For further information as to Freight or

BUTTERFIELD & SWIRE.

Hongkong, China and Japan.

in full. Value of same is required.

Collector of Customs, San Diego.

Hongkong, 24th October, 1901.

THE Steamship

THE Steamship

about 5th November, 1901.

For Freight, apply to

S.S. "STEATHGYLE".

30th October.

in the United States.

Passage, apply to

AMERICA, &c.,

....On 30th October.

IVIA INLAND SEA OF JAPAN ANI

"ORONSAY" ...

Hongkong, 24th October, 1901.

"HILLGIEN" ...

"LOWTHER CASTLE" ...

On 28th October.

DODWELL & CO., LD.,

On 5th November.

On 20th November.

### CHINA NAVIGATION CO., HIMITED.

STEAMERS	TO SAIL.
SHANGHAI and CHINKIANG "KALGA	N" On 24th October.
SHANGHAI "WOOSU	'NG" On 28th October.
SHANGHAL	ANG" On 9th November.
TIENTSIN "KWEIY	OTTAN On Oth November
MANILA "CHANG	SHA On four November.
DORT TARWIN. THUKSDAY)	
ISLAND, COOKTOWN, TOWNS- CHANG	OHA" - On 10th November
WILLE RRISBANE SYDNEY	DILA OR TOOK POTERIOUS.

and MELBOURNE The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS. Hongkong, 21st October, 1901.

#### TOYO KISEN KAISHA. -

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG VIPPON MARU (Via Shanghai, Nagasaki, Tuesday, Nov. 1901, at Noon. Kobe, Inland Sea, Yokohama, and Honolulu) America Maru (via) Shanghai, -Nagasaki, Thursday, Nov. 28,

1901, at Noon. Kobe, Inland Sea, Yokohama, and Honolulu) HONGKONG MARU (via)

Shanghai, Nagasaki, (SATURDAY, Dec. 21, Kobe, Inland Sea, Yo-1901, at Noon. kohama, and Honolulu)

#### FITHE Twin-Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA. YOKOHAMA and HONO-LULU on TUESDAY, the 5th November, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

S.S. "KYARVEN" On 1st December. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO | instant. EUROPE have the choice of Overland Rail. reutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, the day previous to sailing. Parcel Packages and NORTHERN PACIFIC RAILWAYS; also the will be received at the Office until the same CANADIAN PACIFIC RAILWAY on payment of time. All parcels should be marked to address 24 in addition to the regular tariff rate.

> Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

> Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities 3,883 Tons, Commander J. Barber, is due here of the United States, via Overland Railway, to on 4th November, and will have quick despatch. Havans, Trinidad, and Demerars, and to ports For Rates of Freight and Further Parti- in Mexico, Central and South America, by the Company's and connecting Steamers.

> Freight will be received on board until 4 P.M. [2701 | the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's pany's Office. Office in Scaled Envelopes, addressed to the will be despatched for the above port on or Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY, Acting Agent. Hongkong, 14th October, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK. HE full powered Steamship

"CLAVERDALE" above ports on WEDNESDAY, the 6th will be despatched for the above port on the 12th November. For Freight, apply to

CARLOWITZ & CO. Hongkong, 15th October, 1901.

#### VESSELS ON THE BERTH.

# U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

#### VIA INLAND SEA OF JAPAN AND HONOLULU.

I	PROPOSED SAILINGS	FROM HONGK	ONG.	
"DORIC"		TUESDAY,	29th October,	at Noon.
PERU"		TUESDAY,	12th November,	at Noon.
" COPTIC"		. WEDNESDAY.	20th November,	at Noon.
" CITY OF PEKIN	G "	SATURDAY,	7th December,	at Noon.
" GAELIC "	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SATURDAY,	14th December,	at Noon.
"CHINA"		TUSEDAY,	31st December,	at Noon.

THE O & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRAN CISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAM. and HONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO LULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO FUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN

PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers helding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application. Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE.-Passengers who do not hold round-trip tickets but who have paid

TO SAN FRANCISCO VIA INLAND SEA | full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the

United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value) at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY. ACTING AGENT.

alongside.

TO-DAY.

subject to rent.

LOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERPEN.

PENANG AND SINGAPORE.

"MARBURG."

and stored at Consignees' risk and expense.

examined on the 25th inst., at 3 P.M.

Hongkong, 19th October, 1901.

and after the 24th inst.

Goods from alongside.

Hongkong, 21st October, 1901.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

OCEAN STEAMSHIP COMPANY.

'LAERTES'

charged into Craft, and/or landed at the Go-

Goods undelivered after the 30th inst. will

be subject to rent. All damaged Goods must be

left in the Godowns, where they will be

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND PORT ARTHUR.

THE above Steamer having arrived, Con-

DODWELL & CO., LIMITED,

BUTTERFIELD & SWIRE,

MONSIGNEES per Company's Steamer

has been given prior to steamer's arrival.

examined at 11 A.M. on the 31st instant.

No Fire Insurance has been effected.

Hongkong, 22nd October, 1901.

Hongkong Office.

HE N.D.L. Steamship

Hongkong, 19th October, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY). FITHE Company's Steamship

" MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 30th

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1901. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE. BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 4th November, 1901. ot 1 P.M., the Company's Steamship "SALAZIE." Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with

the S.S. Armand Behic, which vessel take on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said are hereby notified that the Cargo is being disand Marseilles. Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 3rd November. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Com-

P. DE CHAMPMORIN, Acting Agent. Hongkong, 23rd October, 1901.

FOR NEW YORK. THE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during October, sailing about 25th For Freight, apply to

SHEWAN, TOMES & CO. Hongkong, 11th July, 1901.

### A Remedy for all irregularities. Superieding Bitter Apple, Tennyroyal, Pli Cochin, &c.,

A. S. WATSON & CO., LTD., HONGKONG. MARTIN. Chowlet, SOUTHAMPTON, ENGLAND

#### NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's Steamship

"SUISANG," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-

Cargo impeding the discharge or remaining on-board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No. Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th October, 1901. STEAMSHIP "ANNAM,"

#### COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and HIS BRITANNIC MAJESTY'S SHIPS. J Hayre ex s.s. Pei Ho. and from Bordenux ex s.s. Ville de Lorient and Ville de Marseille in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited at Kowloon, whonce delivery may be obtained immediately after lauding. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 21st inst., requesting it to be landed here:

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 28th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th inst., or they will not be recognised. All damaged packages will be examined on MONDAY, the 28th inst., at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 21st October, 1911.

NOTICE-TO-CONSIGNEES. FROM MIDDLESBRO', LONDON AND STRAITS. FIHE Steamship

"PEMBROKESHIRE," Captain Kennedy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Golowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th init., will be subject to rent All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 25th-inst, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES, & CO., Agents. Hongkong, 19th October, 1901.

### HONGKONG.

STEAMERS. Ailsa Craig, Brit. str., 2,166, Robertson, Oct. 20, Isis, cruiser, 2nd class, 5,650 tons, 11 gans, 9,600 M. B. Kaisha Apping Maru, Jap. str., 1,058, Atsumi, Oct. 23, Janus, torpodo-boat destroyer, in reserve, at Mitsui Bussan Kaisha

Australian, British-str., 3.000, Helms, Oct. 22, Kinsha, river gunboat, 331 tons, Lieut. Comdr. Gibb, Livingston & Co. Gibb, Livingston & Co Bygdo, Norwegian str., 771, Carlson, Oct. 9, Ocean, battleship, Capt. A. J. Henniker Hughes,

Sander, Wieler & Co. Brandao & Co Japanese

Captain Zachariae, having arrived from the East Asiatic Trading Co., Ltd. above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Melchers & Co countersignature by the Undersigned and to take immediate delivery of their Goods from

Jardine, Matheson & Co Optional Cargo will be forwarded unless Siemssen & Co notice to the contrary be given before Noon Devawongse, Ger. str., 1,057, Textor, Oct. 16, Rambler, surveying ship, 583 tons, Capt. Morris Butterfield & Swire

Any Cargo impeding her discharge will be Dordogne, French str., 3,723, Vediene, Oct. 18, landed into the Godowns of the Hongkong and Messageries Maritimes Kowloon Wharf and Godown Company, Limited, Doric, British str., 4,575, Smith, Oct. 18,

O. & O. S. S. Co No Claims will be admitted after the Goods Elcano, American str., 510, Altonaze, Sept. 3, have left the Godowns, and all Goods remaining Brandao & Co undelivered after the 25th instant will be Esmeralda, British str., 966, McGinty, Oct. 20, Shewan, Tomes & Co All broken, chafed, and damaged Goods are

Fooksang, British str., 991, Anderson, Oct. 18, to be left in the Godowns, where they will be Jardine Matheson & Co Hanoi, French steamer, 768, Merlees, Oct. 21, A. R. Marty Hinsang, British str., 1,536, Lake, Oct. 22,

Jardine, Matheson & Co Hitachi Maru. Jap. str., 3,829, Botler, Oct. 23, Nippon Yusen Kaisha Hongmoh, British str., 2,555, Dawson, Oct. 22,

Independent, German str., 871, Holtz, Oct. 18, Sander, Wieler & Co Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10, Nippon Yusen Kaisha Kalgan, British steamer, 1,158, Speed, Oct. 18, downs of the Hongkong and Kowloon Wharf Butterfield & Swire

and Godown Company, Ld.; in both cases it Kohsichang, German str., 1,291, Leuss, Oct. 23, vill lie at Consignees' risk. The Cargo will be Butterfield & Swire ready for delivery from Craft or Godown on Laertes, British str., 1,340, Sawyers, Oct 22, Butterfield & Swire Optional cargo will be landed unless notice Loyal, German str., 1,006, Weidlich, Oct. 15,

Sander, Wieler & Co Jebsen & Co Ness. British steamer, 1,961, Peart, Oct. 21, Mitsui Bussan Kaisha

Pax, Belgian steamer, 1,207, Damster, Oct. 23, Melchers & Co Pembrokeshire, Brit. str., 2,769, Kennedy, Oct. 19, Showan, Tomes & Co

Perla, British str., 1.284, McArthur, Oct. 22, Shewan, Tomes & Co Progress, German str., 687, Meyer, Oct. 23, Siemssen & Co Radnorshire, Brit. str., 1,889, Bindless, Oct. 18, Shewan, Tomes & Co

Salahadji, Dutch str., 1,235, Zwart, Oct. 17, Meyer & Co Shakano Maru, Jap. str., 2,064, Fujita, Oct. 21, Suisang, British str., 1,776, Tadd, Oct. 19,

signees of Cargo are hereby requested to Jurdine. Matheson & Co send in their Bills of Lading for countersignature, and to take immediate delivery of their Tacoma. British str., 2,811, Dixon, Oct. 21, Dodwell & Co., Limited Tartar, British str., 2,768, Bleetham, Oct. 22, Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk Tosa Marn, Jap. str. 5,823; Parsons, Oct. 21,

Nippon Yusan Kaisha Thales, British steamer, 836, Robson, Oct. 22, Deuglas Lapraik & Co

Tsinan, British str., 1,460, Anderson, Oct. 15, Butterfield & Swire Wuho, British steamer, 1,250, Rolb, Oct. 20,

Butterfield & Swire Yawata Moru, Jap. str., 2,366, Moses, Oct. 21, Nippon Yusen Kaisha SATLING VESSELS. Celeste Burrill, British ship, 1,764, Jofry, May 29. Order

Geo. T. Hay, British ship, 1,647, Spice, Oct. 20, Arnhold, Karberg & Co Geo. Valentine, French bk., 766, Harbert, Aug. Helen A. Wyman, Amr. ship, 1:664, Vanhon,

Sept. 10, Arnhold, Karberg & Co H. J. Albrecht, German schr., 701, Andersen, Oct. 10. Master Launberga, Brit. bark, 1,215, McDongall, Aug. 14. Master Manuel Llaguno, Amr. ship, 1,650, Nichols,

June 30, Standard Oil Co Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, State of Maine, Amr. ship, 1,467, Colcord, Sept. 8. Standard Oil Co

W. H. Conner, Amr. ship, 1,525, Colcord, Sept.

26, Standard Oil Co

IN THE CHINA SQUADRON. Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at

Kinkiang Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Amov Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. E. D. Hunt, at Hankow Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Hongkong Argenaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p.,

Captain C. J. Baker, at Hongkong Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Weihaiwei Barileur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G.J.S. Warrender, at Weihaiwei Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Honderson, C.M.G.

at Weihaiwei Bramble, gunboat, 710 tons 3 guns, 1,300 h.p., Lieut.-Comdr. M. Lead , at Weihaiwei Brisk, craiser, 6 guns, 5,60c h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lient.-Comdr. E. A. Baird, at Weihaiwei Dapline, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Woosung Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, at Magasaki Eclipse, cruiser, 5,600 tons, Captain Stokes.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut,-

Comdr. W. F. Blunt, at Fame, torpede-boat destroyer, 360 tens, 6 gnns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Hongkong

Glory, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei-Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Kobe Handy, torpedo-boat destroyer. 260 tons, 6 guns,

4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Hart, torpede-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Humber, storeship, 1,640 tons, Comdr. H. J. Davison at Hongkong

h.p., Capt. Chas. Windham, at Hongkong Hongkong

G. B. Powell, on the Yangtsze. Benmohr, British str., 1.935, Wallace, Oct. 16, Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok

at Hongkong Coba, Amr. str., 648, Inchusagarri, Sept. 29, Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Shanghai Chas. Rogier, Brit str., 1,292, Smith, Sept. 8, Otter, torpedo-baot destroyer, 350 tens, Lieut,-

Comdr. Kave, at Nagasaki China, German str., 1,113, Krebben, Oct. 20, Phoenix, sloop, 1,015 tons, 6 gans, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong Chowfa, German str., 1,055, Musing, Oct. 20, Pigmy, gunbout, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at

Choysang, British str., 1.194, Bowker, Oct. 22, Pique, cruiser, 3,600 tons, 8 gans, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai Decima, German str., 794, Schlaikier, Oct. 22, Plover, gunboat, 453 tons, 6 guns, 1,200 hp., Lieut, Comdr. Cowper, at Chefoo

H. Smyth, at Hongkong Redpole, gunboat, 855 tons, 6 gans, 720 h.p., Lient. Comdr. Chas. F. Corbett, Yangtsze. Robin, river gunboat, 85 tons, 2 guns, 240 fl.p., Lieut.-Comdr. Godfrey G. Webster, West

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, en route Weihaiwei Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, on West River Snipe, river gun-boat, 85 tons, 2 gans, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Hankow

Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in. reserve, at Hongkong Taku, torpodo-boat destroyer, 250 tons, in reserve, at Hongkong Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford,

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong Terrible, 1st class cruiser, 14,200 tons, 30 guns. Capt. Percy M. Scott, C.B., at Weihaiwei Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in

Reserve, at Hongkong Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O. Lyne, at Weihaiwel Wivern, coast defence ship, armoured, 2,750 tons; 4 guns, 1,000 h.p., at Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie. at Shanghai

Michael Jebsen, Ger. str., 710, Jessen, Oct. 23, Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lient. Comdr. H. W. R. Watson, at

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lient.-Comdr. H. E. Hillman, at Hankow

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS. All kinds of Oil Paintings and Photographic Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTEAL. Opposite to Chas. J. Gaupp & Co Hongkong, 20th March, 1901.

AMERICAN SYSTEM

FNTISTRY

No. 39, QUEEN'S ROAD CENTRAL CHADWICK KEW (LATE OF POATE & NOBLE). Hougkong 15th September, 1899.

JOINT STOCK SHARES.

COMPANY.

Hongkong & S'ha....

China & Japan, ordy. Do. deferred

Nati. Bank of China

Bell's Asbestos E. A...

Campbell, Moore & Co.

China-Borneo Co., Ld. China Light and

Power Co., f.d. ...

Athumbra, Ld.

Philippine Tobacco

Trust Co., Ld ....

Hongkong .....

Dairy Farm

Fenwick & Co., Goo ...

Green Island Coment.

11. & C. Bakery .........

Hongkong & C. Gas ...

H. H. L. Tramways ..

Hk. Steam Water-

H. & K. Whart & G....

Hougkong Rope.....

H. & W. DOUK ......

Insurance-

Canton .....

China Fire .....

China Traders' .....

Hongkong Fire .....

North China ......

Straits .....

Union .....

Yangtsze.....

and and Building-

Hongkong Land inv.

Humphreys Estate..

Kowtoon Land & B.

West Point Building

Luzon Sugar .....

Mining--- ---

Manila Invest. Co., Ld.

Queen's Mines, Ld...

Olivers Mines, A. ...

Punjom .....

Raubs .....

New Amoy Dock .....

Oriente Hotel, Manila

Powell, Ld. .....

Steamship Coys.—

Robinson Piano Co., Ld.

China and Manila ..

China Mutual Prof.

China Ordinary .....

Douglas Steamship

H., Canton and M..

Indo-China S. N. ...

Star Ferry .....

Tebrau Planting Co ...

United Ashestos .....

Universal Trading )

Co., Ld....... 5

Wanchai Warehouse...!

Watkins, Ld ......

Watson & Co., A. S. ..

Do. .....

Trading Co.....

Shell Transport and

Do. Preference ...

Charbonnages ..... Fcs. 250 \$325.

Hongkong Electric

boat Co., Ld.

China Prov. L. & M ....

China Sugar .......

Cigar Companies ---

International ..

Cotton Mills-

A. Shares .....

B. Shares .....

Foun, Shares ...

Bin ka--- '

Hongkong, 23rd October.

£1 158.

£1 £5, 5s.

£1 61.10.

**\$**10 | 520.

\$15 \$38.

£3 \$25, sellers.

£3 \$28, sellers

#1 |\$15, seilers

\$20 |\$20, nominal

\$10 ppl, buyers

\$100 bloo, buyers

\$500 |\$500, nominal

\$50 \$50, nomin al

Tls. 100 | fls. 40, buyers

Tis. 100 Tis. 55, buyers

\$100 | \$13, buyera

36 fo. buyers

\$25 \$55, sellers

\$10 \$221, sales

Liv \$140, buyers

\$10 \$13, buyers

So sot buyers

\$100 |\$280, buyers.

\$7 \$8, buyers

\$50 \$139, sellers

550 597, seliers

\$50 32871.

525 **| 6**155, buyers

\$50 \$175, sales & buy.

\$50 \$155, ex div. buy

\$25 \$60, sales & sellors

£25 fis. 190, buyers

\$20 \$\$44, buyers

\$50 \$355, buyers

\$50 **\$**325, buyers

් කරට | **\$**12., buyers

\$10 \$134, buyers

\$50 | \$60, buyers

\$50 |\$50, nominal

Sa latt, buyers

25c. li conts., sales

nominal

nominai

\$9 \$4, sellers

13/10 \$14.

56<sub>4</sub> \$25.

. 51 311, sellers

\$10 \$10, nominal

\$50 \$50, nominal

£10 £10, bayers

27.10 27.10, sellers

£5 £5, sellers

£10 |\$150, sellers

660, buyers

\$50 |647, cales & sellers

\$15 1344, sales & buy.

£1 £2. 5e., sellers

591, sellers

\$20 \$191, sellers

\$10 |\$16, sales & sellors

\$37 | nominal

\$10 **|\$1**0.

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL

\$4 \$9....

\$10 \$15.

\$100 |\$27, seilers

\$100 | \$193, sales

230 B314.

520 dominal

Tis. 500 Pin. 200.

\$50 550.

Laou Kung Mow ... Tis. 103 I'ls. 421, buyers

PAID UP. QUOTATIONS.

L'don £62. 158.

#### POST OFFICE NOTICES. Parcel Mails for Europe, &c., per s.s. Bengal, will close at 3 p.m., to-morrow. The Nippen Maru, with the American Mail of the 17th ult., left Shanghai yesterday, the 23ru inst., at daylight, and may be expected here to-morrow. The Parramatta, with the English Mail of the 27th ult, left Singapore on Sunday, the 20th inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 26th August. MAILS WILL CLOSE. DAY AND HOUR. Thursday, 24th, Honam ...... Canton Thursday, 24th, Thursday, 24th, Hanoi Thursday, 24th, 11.00 A.M. Ningpo and Shaughui ...... Thursday, 24th, Thursday, 24th, 2.00 P.M. Anning Maru Thursday, 24th, Nagasaki..... Thursday, 24th, 3.00 P.M. Kumchuk and Samshui Timor, Port Darwin, Thursday Island, Cook-) Thursday, 24th, 4.00 P.M. town, Townsville, Brisbane, Sydney and } Melbourne ...... Thursday, 24th, 4.00 P.M. Shanghei and Chingkiang ..... Thursday, 24th, 4.00 P.M. Thursday, 24th, 4.00 P.M. Ailsa Craig ...... Thursday, 24th, 5.00 P.M. Powan ...... Canton Thursday, 24th, 5.00 P.M. Swatow and Amoy ..... Thales ..... Thursday, 24th, 5.00 r.m. Hitachi Maru .... Kobe and Yokohama 24th, 5,00 г.м. Thursday. Singapore, Penang and Calentta ..... Suisang ..... 1,00 P.M. Singapore and Mauritius..... Friday, 25th, 2.0d p.m. Swatow and Shanghai ..... Manila, Thursday Island, Townsville, Bris. Friday, Yawata Maru .... bane. Sydney and Melbourne ..... 25th, 3.00 P.M. Kanoshima Maru. Singapore, Colombo and Bombay ..... Friday, 25th, 4.00 P.M. Friday, Saturday. 26th. Circulars ..... 8.00 A.M. Printed matter and sam. ples...... 9.00 A.M. EUROPE, &c., India vin Tuticorin ...........) Registration ... 10.00 A.M. Hongkong Rotel (Late Letters 11.10 to 11.30 A.M. Extra ) (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ..... 11.00 A.M 28th. 4.00 р.м. Monday. Woosung ..... Tuesday, 29th, Printed matter and samples...... 9,00 A.M. SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, Registration ... 10.00 A.M. HONOLULU and SAN FRANCISCO ...... (Supplementary mail on board-up to the } Dorie ...... (Registration, with late fee of 10 cents, up to time fixed for departure of the mail. Extra postage 10 cents.) ...... 10.45 A.M.) Letters ...... 11.00 A.M. Thursday, 31st, Printed matter and samples ...... 9,00 д.м. Registration ... 10.00 A.M. EUROPE, &c., India via Tuticorin .......... (Late Letters 11.05 to 11.20 A.M. Extra | Suchsen ...... (Registration, with lat: Postage 10 cents.) fee of 10 cents, up to 10.45 A.M.) Letters, &c. ...11.00 A.M. Friday, 1st Nov., 11.00 A.M. Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma Glenogle ....... Saturday, 2 Nov., 11.00 A.M. Singapore ...... Ceylou ...... Shanghai, Moji, Kobe, Yokohama, Vancouver / Wednes., 6 Nov., 11.00 A.M. Tarter ..... and Victoria, B.C. | Saturday, 9 Nov., 4.00 P.M Kweiyang ... Tientsin ..... THE CANADIAN MAIL. TO-DAY. The C.P.R. steamer Empress of India arrived Sale, Goods and Effects, Sales Rooms, Messrs. at Yokohama on the 22nd inst., at 7.30 a.m., and Hughes and Hough, 11 a.m. Sale, Stamps, Sales Rooms, Mr. Geo. P. I left again same day for Kobe. MERCHANT STEAMERS. Lammert, 2.50 p.m. The C. & O. steamer Strathgyle left Manila for this port on the 21st inst., and may be COMMERCIAL. expected here to-day. CLOSING QUOTATIONS. The O.S.S. steamer Machaon left Singapore for this port on the 19th inst., at noon, and may be expected here to-morrow. 23rd October. The O.S.S. steamer Provietheus left Singapore for this port on the 20th inst., and may be On London .-expected here on the 26th inst. The P. & O. steamer Mazayon left Singapore Bank Bills, at 30 days' sight ......1/117's for this port on the 18th inst., at 6 a.m. Bank Bills, at 4 months sight ...1/111 The P. & A. steamer Knight Companion left Credits, at 4 months sight .... Yokohama on the 22nd inst., at 7.30 p.m., for Documentary Bills, 4 months' sight 1/11; this port via Kobe and Moji. The P. & O. steamer Pekin left Bombay for ON PARIS. Bank Bills, on demand ..... 2.414 this port on the 17th inst. Credits, at 4 months' sight ...... 2.443 The N.Y.K. steamer Milke Maru (Bombay Line) left Bombay via Colombo and Singapore ON GERMANY. On demand......1.954 for this port on the 15th inst., and is expected ON NEW YORK .to arrive here on the 1st prox. Bank Bills, on demand ......461 The C.M. steamer Oopack, from Glasgow and Credits, 60 days' sight......47% Liverpool, passed the Canal on the 8th inst., and may be considered due at Singapore on or ON BOMBAC. Telegraphic Transfer ......143 about the 26th inst. The N.P. steamer Braemar sailed from Tacoma for Japan and Hongkong on the 11th inst. ON CALCUTTA .-Telegraphic Transfer ......143 The steamer Oronsay left New York on the 21 Bank, on demand ......1434 ult. for Straits, Hongkong, China and Japan The steamer Hillalen left New York for Struit ON SHANGHAL-Hongkong, China and Japan on the 22nd ult. The N.P. stemmer Clavering sailed fro ON YOKOHAMA.-Tacoma for Hongkong via Vladivostock as On demand ....... 6 p.c. pm. Port Arthur on the 28th ult. The C.P.R. steamer Athenian left Vancouv ON MANILA .-on the 14th inst., for Hongkong via Japan por ON SINGAPORE. and Shanghai.

On demand ...... p.c. pm.

On demand ......601

SOVEREIGNS, Bank's Buying Rate ...\$10.33

GOLD LEAF, 100 fine, per tael .....\$53.80

OPIUM.

Quotations are: Allow'ce net. to 1 catty.

VESSELS EXPECTED.

THE AMERICAN MAILS.

mails, &c., left Shanghai for this port on the

The T.K.K. steamer Nippon Maru, with

The P.M. steamer Peru, with mails, &c., left

San Francisco for this port via Honolulu, Yoko-

hama, Inland Sea, Kobe, Nagasaki and Shang-

The O. & O. steamer Coptic, with mails, &c.,

left San Francisco for this port via Honolulu.

Yokohama, Inland Sea, Kobe, Nagasaki and

THE ENGLISH MAIL.

pere for this port on the 20th inst., at noon,

THE INDIAN MAIL.

The steamer Arratoon Apear, from Calcutta,

THE GERMAN MAILS.

Berlin of the 30th ult., left Colombo on the 19th

inst. p.m., and may be expected here on or

The Imperial German Mail steamer Bayern,

22nd October.

per chest.

to \$910 per picul.

BAR SILVER, per oz. ......261

ON BATAVIA.

ON SAIGON:

UN HAIPHONG:-

ON BANGKOK:-

Malwa New .....\$900

Malwa Old .....\$920 Malwa Older ....\$940

P. P'per-wrapped...\$720

Persian fine quality \$730

Persian extra fine... -

Benares New .....\$915

Benares Old.....\$930

23rd inst., at daylight.

hai, on the 5th inst.

Shanghai, on the 15th inst.

to-morrow, at about 4 p.m.

daylight.

about the 30th inst.

on or about the 30th inst.

Patna New ...... \$9422 to

with the outward English mails, and is due here | berg; for Kobe, Misses Allan, Weathers and Mc-

left Singapore for this port on the 20th inst., at | U.S.N., Messrs. H. G. Stewart, U.S.N., A. R.

carrying the German mails with dates from for New York, Mrs. Jas. A. Avery; for

The Imperial German Muli steamer Sachsen R.A. and L. Blackburn, Dr. H. W. Baylv,

left Kobe via Nagasaki, Shanghai and Foothow Misses Southam and Rixon and Mr. E. G.

on the 20th inst., p.m., and may be expected here | Harvey: from Yokohama, for London, Major

two children, Miss L. Henderson, Messrs. P. Malate ..... 9a.

V. Davis. A. Marsh, T. de Krzywoszewski. Y. Bacolod ...... ..

St. John, Mr. and Mrs. C. A. Trefry and

two children; for London, Hon. Justice and Mrs.

C. A. Sherring and infant, Comdrs. J. C. Ley.

S. C. U. Smith and Mr. C. T. R. Scovel.

Amount of the

#90 #1 the form tost.	CHINA COAST METEOROGICALE							
The N.P. steamer Bracmar sailed from Tacoma	REGISTER, 22nd OCTOBER, P.M.			- 1				
for Japan and Hongkong on the 11th inst.				}				
The steamer Oronsay left New York on the 21st			red. to sea level and 320 Fahr.	ا د	<b>&gt;</b> 1	Wind		<u>.</u>
ult. for Straits, Hongkong, China and Japan.	·		# 8 H 2	#2.1	Humidity		<b>~</b>	w eather
1 101	STATION.	Hour.	異島豆腐り	<b>A</b> 21	12	A : 0	ج ان	3 I
The steamer Hillalen left New York for Struits,	STATION.	음	2 - B	ã ₽ l		Lion.	Ž  {	22
Hongkong, China and Japan on the 22nd ult.		<b>}4</b>	8 9 5 S	a `	H I	23.	5	۶ ۱
The N.P. steamer Clavering sailed from			<u> </u>					<del></del>
Tacoma for Hongkong via Vladivostock and	Vidivostock	2 p.	30.14	59⊹	<del></del> [	BM. i	5 -	-
Port Arthur on the 28th ult.	] (P)		30.37	<del></del> :	,	YE.	<b>z</b> -	1
The C.P.R. steamer Athenian left Vancouver	hochi	. <b>, ,</b> ,	30.51	<b>-</b>	}	· ;	٥Ŀ٠	<b></b> [
1 141 from Fry Translation Towns morte			30.19	<b></b>	.— 1	N,E	2 -	—. I
on the 14th inst., for Hongkong via Japan ports	Nagasaki	PJ	30,19	i		£	8:.	
and Shanghai.	Kngoshima	"	29.99			NE	) 	_
The N.P. steamer Duke of Fife sailed from	Taihoku			i	{		. i	<b>-</b>
Tacoma for Yokohama on the 17th inst.	Taichu	. 🅦	29.50	. — :	·	NW	- 1	- 1
The C. & O. steamer Kvarven left San Fran-	Tainan	, ,,	29,91		. — į	M	<b>⁴</b> .   -	<del></del>
	Koshun	٠ ,	29.91			E	4   ,	<del>;</del>
cisco for this port via Moji on the 19th inst.	Pescadores	P)	29.95			NE !	8 .	<b>—</b> {
	Gutzlaff			70	90	NE	1)	em l
	Sharp Peak	. ~	30.08	74	. 53	E.		b
STEAMERS PASSED THE CANAL.		• '	20.99	80		NE		
OUTWARD24th SeptQueen Christina, Erz-	Amoy		29.97	79		SE.		С .: <b>b</b>
herzog, Franz Ferdinand, Kiautschou. 27th	DW410W		•		72	W	· _ I '	-
-Merionethalire, Machaon, Arayll, Sophie	Composit in	• •	29.98	86			<b>-</b> 1	þΥ
The state of the s	Hongkong	4 p.	20.03	77	66	E		¢
Rickmers. 1st Oct.—Asama, Prometheus,	Vic'tia Poak	, ,,				NW ;		
Zafiro. 4th-Borneo. 8th-Bayern, Oro,	Gap Rock	ور ا	30.00	<b></b> ,	!	E.	3	
Oopack. 11th-Achilles, Afridi, Wakasa	Инсво		29.99	81	·—	18 . '	1   '	b
Maru. 15th-Acara. Ballaurat. Denbigh-		1 D.		ļ — ¦	<del></del>		<b></b>	
elire, Nurnberg, Shaohning, Wittekind. 18th	Manila	4 D.	29.72	82	77	w	1	0
Olivery Olivery Revolved Known	Malate		!			w	2	ν.
-Glaucus; Glengarry, Bencleuch, Kumano	Bassied			] _	·	8W	9	b
Maru.	Bacolod		::0.76	84		NW	این	
HOMEWARD.—15th Oct.—Banca, 18th—Bahia.	lloilo		j.	Į.	:	SW	7	C
ARRIVALS AT HOME.—18th Oct.—Prinz Hein-	Cebu		29,75	83		SW		C
rich, Stentor:	C. S. James		<u> </u>	1.	! —	! —	ΥĮ	C ·
Total Sports	23rd OCTOBER A.M.							
	177.1:		- A			. W	. 1	e
<u> </u>	V'divostock		į.			**	1	U
PASSENGERS.	Tokyo	:			<del></del>	· ;	!	• <del>•</del>
/ LABORAGEID.	Kochi		<b>—</b>		<u> </u>	· 🗝		
ARRIVED	Nagasaki		1		i —		<b></b>   .	
	1 17		<u> </u>	i —	<del>-</del>	`	<b></b>	<b>—</b> ·
Per Umta, from Calcutta, Lieut. Maniprise,	Taiboku		29.97	-	_	E	6	
R.E.	Taichn		29.88		_	<b>! —</b>	0	٠
Per Hitachi Maru. from London, for Hong-	Taman		29.89			=	2	- `
kong, Mrs. E. M. Simpson, Mrs. T. W. For-	Koahun		29,90		·	: X	اما	
teath and child. Mrs. H. Wintour, Mr. and Mrs.	1200011-1,		29,90	I —	<u> </u>	NE	- L	
Moorhead and three children, Misses Armstrong,		I	in the Company	63	95	N		f
MIGORIGAN BROWN MARKET A C Commen	Gutzluff	.1 (		•	·	WATE.	1	<u>.</u>
Hooper, M. Dumpney, Messrs. A. G. Sappier,	Sharp Peal	-	30,06	1 _			- 1	0
John Harlley, G. Zeqq and T. R. Borrour; for	y www.		30.03	75	63	ANA	• [	C
Kobe, Miss G. Pauncefort, Messrs. Schabe, Y.	Swatow			<b>!</b>	<del> </del>	<b>—</b> ` ;		
Hideshima and K. Nitsutani; for Yokohama	Canton				-	,	<b></b>	_
Messrs. A. W. Cloxson, R. Spooner, Y. Ibaro	Hongkong	I	30.02	80	ΰI		01	Ъ
	Vict'm Peni		<b>—</b>		-	N	11	
and M. Tanaka.	Gap Rock		30.01	-		NE	3	
DEPARTED.	Macao	1	30.04	80	<u> </u>	NB	1 7	c
• I	Trainbone	70	1 . 50.0	-	!			<del>-</del>
Per Empress of China. from Hongkong, for Shanghai, Mrs. S. F. Mackie, Mrs. Grant and	Haiphong Manila	100	95.79	7=	100	88E	2	<u> </u>
Shanghai, Mrs. S. F. Mackle, Mrs. Grant and	Manula	.l 10a,	29.72	10	TOO	98E	0	or

۱ ۱	I. Calling that as reach, for right wars mars	7
,	and Mrs A R. Fullerton and Mr. E. Grune-	Cebu ,, 29 83 85 - sw 2 b
8	here: for Kobe, Misses Allan, Weathers and Mc-	C. S. James 7 ii.
	Cloud, Messrs, Willard Church, D. S. Hibbard	
-	and B. J. Radigan; for Yokohama, Comdr. A.	An the sant at 1140 a.m The barouncter has fallen con-
ւ, !	Marix, U.S.N., LieutComdr. F. H. Sherman,	siderably in Luzon, and slightly on the China coast. The depression, lying to the E of the Philippines during the past
t	II.S.N., Messrs, H. G. Stewart, U.S.N., A. R.	I face closed that respect to the suit field bow on with court to the t
	Thistlethwaite and Francisco Quintos; for	I N'U' of Manile — It amagarate be moving it capy and abbitionally
	San Francisco, Messrs. F. P. Allison, U.S.N.,	Increasing monsoon on the China coast, and strong N and NE winds to gales in the NE part of the China Se a. Forecast :-
ŧ,	B. C. Gleason, E. W. Hearne and J.U. Phipps;	N winds, moderate to fresh; fine.
		I later the second of the seco

8 2 -

29 83 | 85 | — | sw | 2 | b

MESSES. FALCONER & Co.'s REGISTER, 22nd Oct. Barometer 9A.M...30.05 Therm, 9A.M. (Wetbulb) 70 Barometer lp.m., 29.97 Therm. lp.m. (Wetbulb) 69 Barometer 4 P.M. 29.94 Therm. 4 P.M. (Wet bulb) 70 and Tortoiseshell Wares, Curiosities and Fancy Thermom. 9a.m... 78 Therm, Maximum....... 80 Goods. Thermom. 1P.m ... 80 Therm. Minimum over 

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HONGKONG REGISTER On dute On date at 10 mm, / at 4 p.m. Barotneter ...... Lemperature ...... finnidity
Direction of wind Force Weather .....

Hongkong Observatory, 23rd October. -

HONGKONG TIDE TABLE. 21th to the 30th October.

HIGH WATER.				Low Wares.			
Day of Week. Use of Month,		Hongkong Mein Time.		Hongkong Mean Time.	Helgat.		
Thurs	24	h. m () m 5 10	3 3	h. m. O 21 a	ft. in. 0   5		
Fri.		m 6 % 1	4 4	na 0 34 9 58 a	1 4		
Bat.	26	m · 7 23 7 39 a	4 3 5 1	na 1 25 1 33 s	9 7		
Sun.		m 8 33 8 17 a m 9 30	\$ 0 °	m 2 12 2 6 a m 2 58	3 9		
Mon.		3 50 a	0 0	2 39 a m 3 45	0 9 k 1		
Wed.		9 34) 4	8 3 5	3 23 a m 4 54 3 46 a	-L 3		

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